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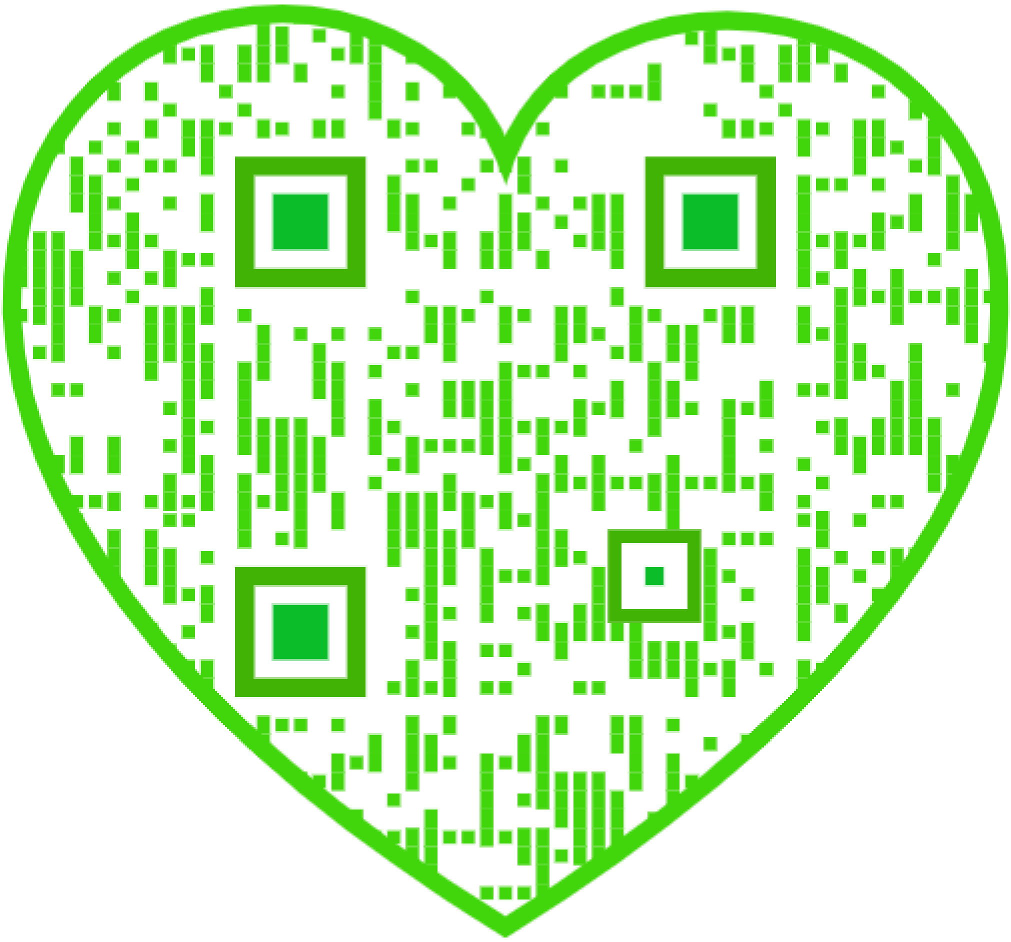

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contents

THE BEST BUILDS FROM SEMA!
C10 BUILDER'S GUIDE
PROJECT UPDATES: RIDETECH GET DOWN STEERING UPGRADE & MORE!
AN INSIDE LOOK AT VANNATTA FAB
DON'T YOU WANT TO... VANNATTA?
EVENT COVERAGE DINO'S BIGGER THAN EVER
SEMA SHOW COVERAGE

ON THE COVER
The ultra-talented Corey Decker captured this month's cover spot with this shot of the VanNatta Fab's dynamic duo of C10 awesomeness in all their glory!

VENOM
VAN FAB

SHOWS

26 | **DINO'S GIT DOWN**
A "No Show" Truck Show

70 | **SEMA 2024**
Custom Rides Taking Over Las Vegas

106 | **C10 FALL REVIVAL**
Trucks, Trees, and Charities

TECH

50 | **SQUARE COILS**
Transforming Our Squarebody with Ridetech's Coilover Kit

90 | **FIXING THE SLOP**
Upgrading a 1978 C10's Steering with Borgeson

COVER STORY

36 | **V IS FOR VENOM AND VANNATTA**
VanNatta Fab's Rolling Billboard

FEATURES

12 | **SWEET BABY BLUE**
Detailed to the Max!

58 | **ROAD WARRIOR**
Victor Carrillo's Family Cruiser

78 | **SWEET ELLIE**
A Tribute to Grit, Family, and Craftsmanship

96 | **KRUSTY**
Austin's Road to SEMA

DEPARTMENTS

6 | **LETTER FROM THE EDITOR**

8 | **PARTS, PARTS, AND MORE PARTS!**

C10 BUILDER'S GUIDE
FROM THE EDITORS OF StreetTrucks

SUMMER 2025
ISSUE 38

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Editor's Note

By **Mike Alexander**

SHOW SEASON IS HERE!

SERIOUSLY—THE days just seem to tick off faster and faster over here! As we pump out yet another action-packed C10 issue, we're gearing up for what is already starting to shape up as one AWESOME show season!!

After our annual candy store that is the SEMA show in the fall, the snow begins to thaw out a bit rounding out Dino's, and then into the next spring/summer ramp up—if you can't tell, we're quite excited. We've already booked flights and are packing bags for LST (Lone Star Throwdown for those living in a cave). This annual season opener tends to bring out the best of the best from all over and help kickstart our favorite time of the year.

SCOTTSDALE
JANUARY 18-26

Friends near and far, new builds, old builds, and everything in between all show up. As one of the first shows of the year, it sets the stage for what the year will bring. And as we've already seen some very promising previews of custom builds and some more to come, we just know this year is definitely going to be one for the books.

So stop hibernating, get out there, turn some wrenches, kick the dust off that project, and join us out and about. We know this year is going to be one of many new faces and builds, and we're excited to bring them to ya'll first hand and live in living color. Don't hang behind the screen—get out there and enjoy!!

Keep on truckin', and we'll see you out there!

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Compiled By **John Mata Jr.**
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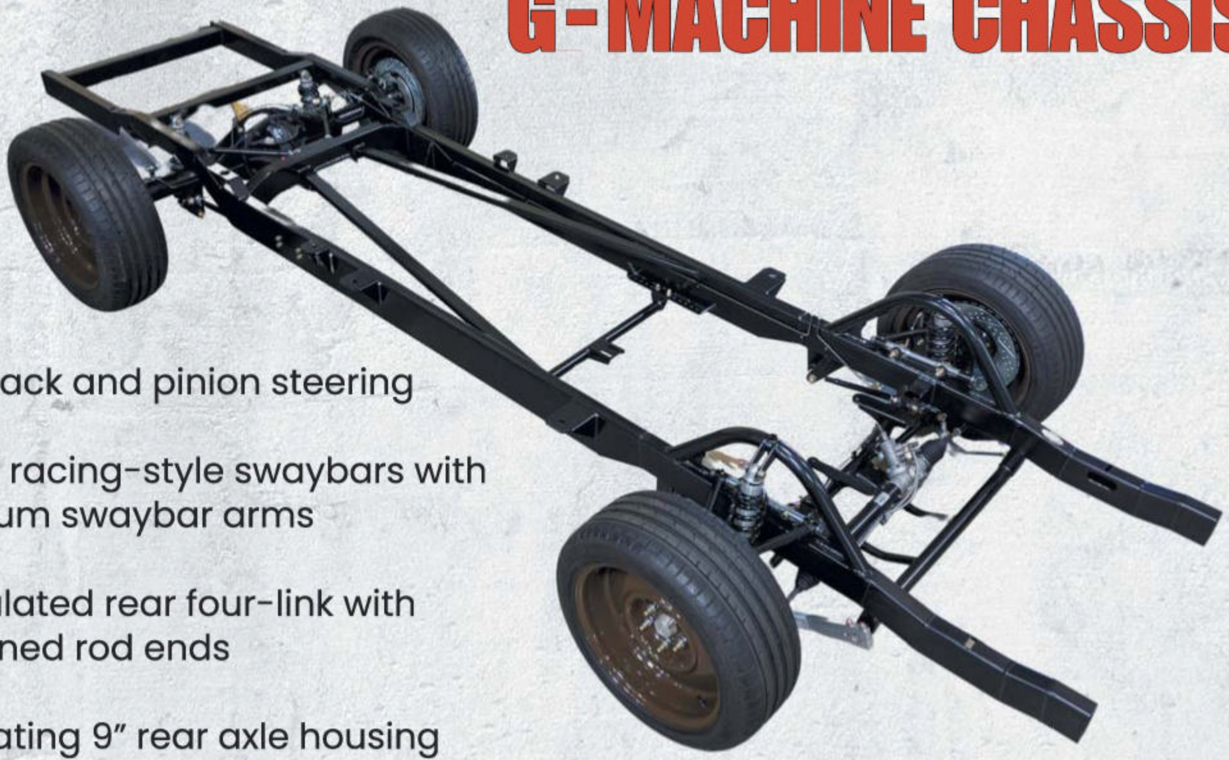

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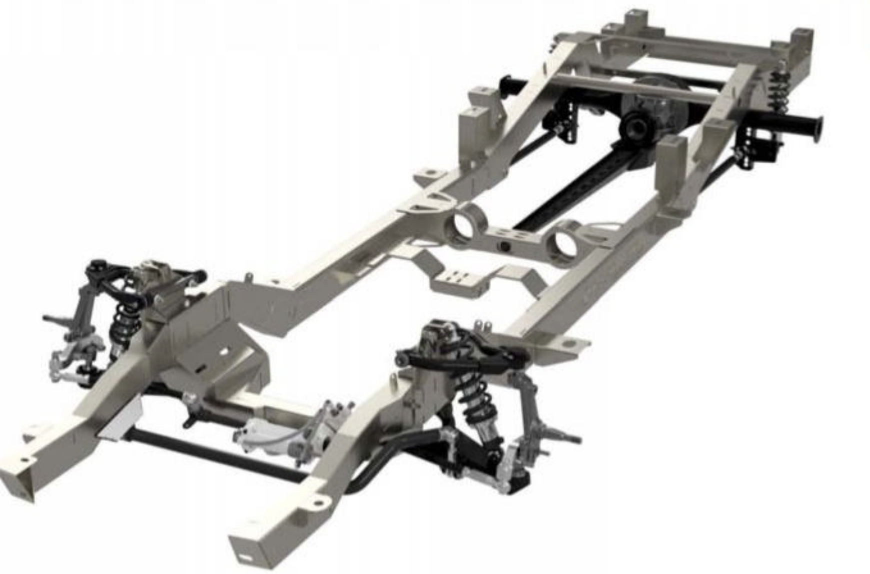

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Words by ***Brandon Burrell***
Photos by ***Bart Cepak***

ABY BLUE

USUALLY WHEN YOU BUILD A TRUCK, OR ANY CUSTOM VEHICLE FOR THAT MATTER, A TON OF PLANNING GOES INTO THE PROJECT.

The first thing to do is to find that one perfect vehicle make and model that fits the look you want. Sometimes it's a vehicle you had as a kid, one your parents had, or one that you simply always admired. Then it's time to hit Marketplace, Craigslist, or your local auction to find a start to the project. Once you acquire the vehicle, you can start laying out plans with color combos, suspension setup, the perfect engine to fit your needs, and the right interior to tie it all together. At least that's the route most people go, including myself.

There's usually a bunch of back-and-forth conversations with friends and shops you know to get the best route to take and make sure you use the right parts. For Greg Hathaway from Nampa, Idaho, that is the furthest route from how this beautiful 1963 GMC came about. The truck was originally being built by a guy for about five years or so. He had done the search for the right truck, found the parts he wanted to use, and decided on a theme and color combo. Not being able to finish it due to life getting in the way, he decided to sell it. So now it went to a new home where the new owner started tinkering on it to try and get it finished. This owner decided to make a few changes to the original plan and make it his own. But just like the original builder, life got in the way and the truck had to be let go. Or, as we were told, "he stuck his wick in a candle that wasn't his and had to sell it."

That's where Greg stepped in

GMC

GMC

and picked up the truck for a deal of a lifetime to get it off the hands of the second builder. Being the truck was mid build when Greg got it, there were a lot of parts in the bed of the truck and a lot of parts installed wrong. Greg's first truck was a 1964 Stepside, but he had always wanted a Fleetside, so this fit exactly what he had wanted for so long.

Once Greg had it moved to his shop, it was time to unload all the parts, lay them out, and see what he had to work with. Most of the truck had been

painted Strata Blue and put together, but there was still a ton of work to do to get it looking like you see here. The first thing to do was to finish the paintwork on the body and fix a couple panels that had been burned through with a buffer. All the exterior brightwork was redone or replaced to give it that fresh chrome look. The bed received a new wood floor to freshen up inside the bed as well.

Once the paint and exterior components were where Greg wanted them, it was off to finish the suspension. The front has lowering spindles, and the rear has lowering shackles to get it to sit a little lower than stock—not much, but enough to make it look and drive better. You can't have a finished rolling chassis without brakes, so Wilwood components were added on all four corners to ensure it

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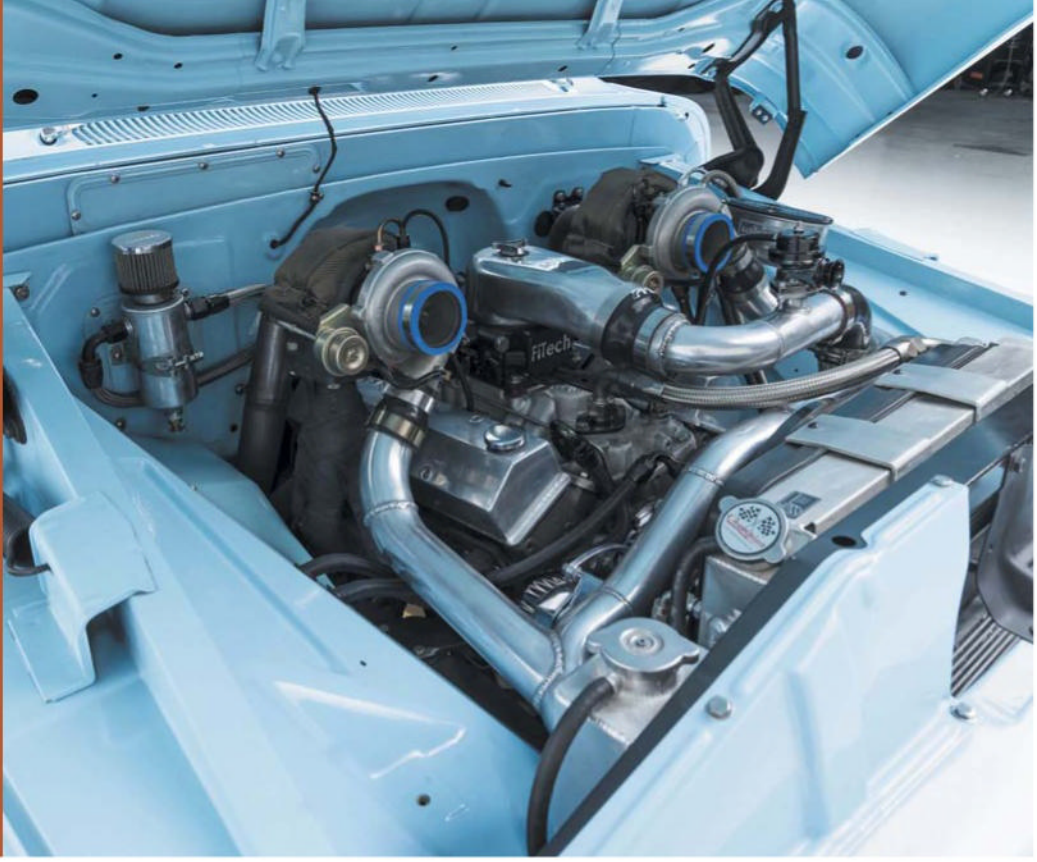

BUILD SPECS

1963 CHEVROLET C10

OWNER
GREG HATHAWAY
1963 CHEVROLET C10
NAMPA, ID

ENGINE/POWERTRAIN
- 1970 Chevrolet 383 stroker
- TH350 TCI transmission
- FiTech fuel injection
- MSD ignition
- Sanderson headers
- Twin turbos
- Eagle rotating assembly
- 2.5-inch exhaust
- Flowmaster mufflers

CHASSIS/SUSPENSION
- Lowered spindles
- Lowered shackles

WHEEL, TIRES & BRAKES
- 20-inch Boss wheels
- Toyo Tires
- Wilwood brakes

EXTERIOR & PAINT
- Strata Blue and white paint

INTERIOR
- Factory bench seat reupholstered
- AutoMeter gauges
- Retrosound radio

would stop when needed. On top of that is a set of 20-inch Boss wheels wrapped in Toyo tires.

With the stance and exterior complete, it was off to the interior, where the metal parts received a fresh coat of white paint to give it a contrast from the exterior. The factory bench seat was wrapped in white and gray, the gauges were upgraded to AutoMeter, and the trim and carpet were updated to create a comfortable driving experience.

The only thing left was the drivetrain, which is the crowning jewel of this build. While the factory 383 stroker engine would be enough for

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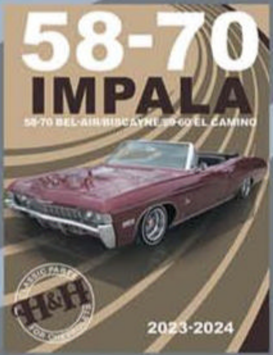
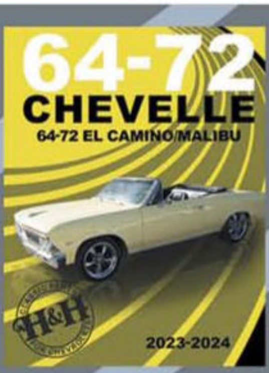

58-70
IMPALA
58-70 BEL-AIR/BISCAYNE/59-60 EL CAMINO
2023-2024


64-72
CHEVELLE
64-72 EL CAMINO/MALIBU
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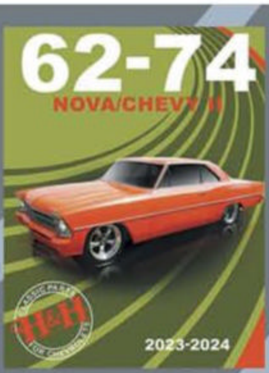
62-74
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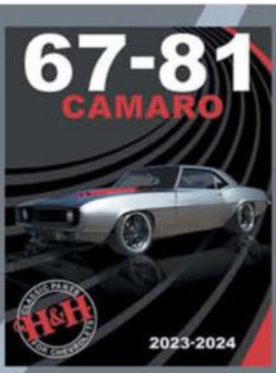
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most people, it wasn't for Greg. The internals were upgraded to be strong enough to handle more power than it had stock. The FiTech fuel injection, MSD ignition and Eagle rotating assembly makes sure the twin turbos have enough fuel to spin properly. The spent gases are sent out of the Sanderson headers and 2.5-inch Flowmaster exhaust that exits before the rearend. The power plant is bolted to a TH350 TCI transmission and a 12-bolt GM rearend with 3.73 gears in it.

Now that Greg has his dream truck built to his liking, you can catch him cruising it around on nice days and even hitting a few local car shows. This just goes to show that you can always recreate that first vehicle you had, but with updated aspects to relive your younger years. It's all part of being a gearhead.

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DINO'S GIT DOWN

A "No Show" Truck Show

*Words and Photos by **Brandon Burrell***

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GRIOT'S GARAGE
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IT'S HARD TO USE THE term "truck show" for a show that's not a show. We know what you're thinking. How is a truck show, not a "truck show?" Well, that's easy. When show promoter Dino Battilana first decided to have a truck gathering back in 2010, it was just him and some of his like-minded GM truck enthusiasts hanging out at his house, buddies hanging out with cold beverages talking about the stuff they've done to their classic Chevy and GMC trucks. It wasn't long before this annual gathering at Dino's house outgrew the space he had, so he moved it to the parking lot of his business, Dino's Appliance Factory Service. That gave more room for more trucks and word spread like wildfire, and that location was quickly outgrown as well.

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Being in the Phoenix area, Dino knew he could find a spot that could accommodate his ever-growing group of "friends" who came to hang out and enjoy cool trucks. For this, he got together with the crew at State Farm Stadium in Glendale, Arizona, and worked out the details to take over their parking lots for one weekend a year. The mid-November date allows for perfect weather in Arizona so there's no need for an indoor event to stay away from the normal 100+ degree summers they get there. That means the massive parking lots surrounding the home of the Cardinals would be the perfect home for such an event.

Once Dino moved the event to the stadium, he wanted to keep the same backyard feel that started it almost 25 years ago. In order to do this, turning the gathering, or "Git Down" as he calls it, into a full-fledged show would not only be more work for him and his staff but would take away the vibe the event has become known for. To continue that vibe, this event is still free to come hang out, like it was from year one. It's free for not only spectators but for vehicles as well. Any General Motors truck and SUV is allowed on Friday while any GM vehicle is allowed on Saturday at the event. Sure, there are some late model vehicles at the event, but for the most part, it's packed with the classic variety. Having a huge location to pack thousands of vehicles for people to come and hang out, talk shop and get ideas for their own projects is what it's all about. There's no judging, no wrist bands and no trophies—just come and hang out!

As if the sea of custom and classic vehicles as far as the eye can see wasn't enough, the massive vendor area is just as impressive. In 2024, there were over 240 vendors from all aspects of the custom automotive world. Wheel companies, suspension companies, engine companies and even multiple chassis companies were on-site not only displaying but offering deals all weekend for people to order parts for their projects. There was also a huge field in the middle of the property where car clubs and groups of friends could set up tents and grill out all weekend. This only extended the laid-back vibe of the event, allowing people to make this one big picnic surrounded with cool trucks.

Dino never imagined his backyard would ever get this massive. People travel from all over the country for this two-day event and it has become one of the largest and best events for the GM truck scene. It's not the only non-show truck show but has become the largest one in the country and one not to miss. To keep up with next year's plans, make sure to check out **www.dinosgitdown.com** and follow on Instagram **@dinosgitdown.**

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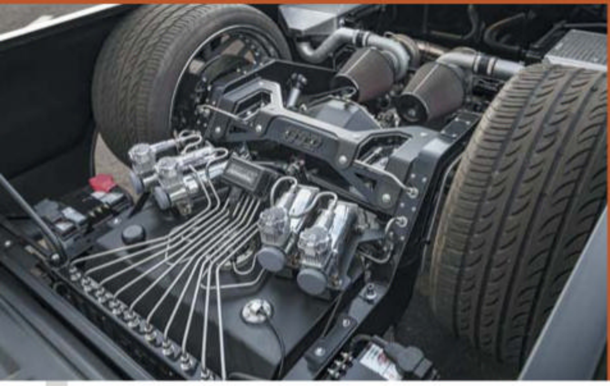
DINO'S GIT DOWN

UNDER PRESSURE



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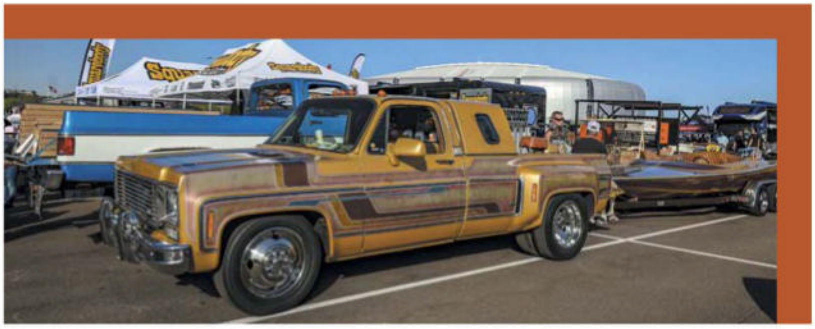

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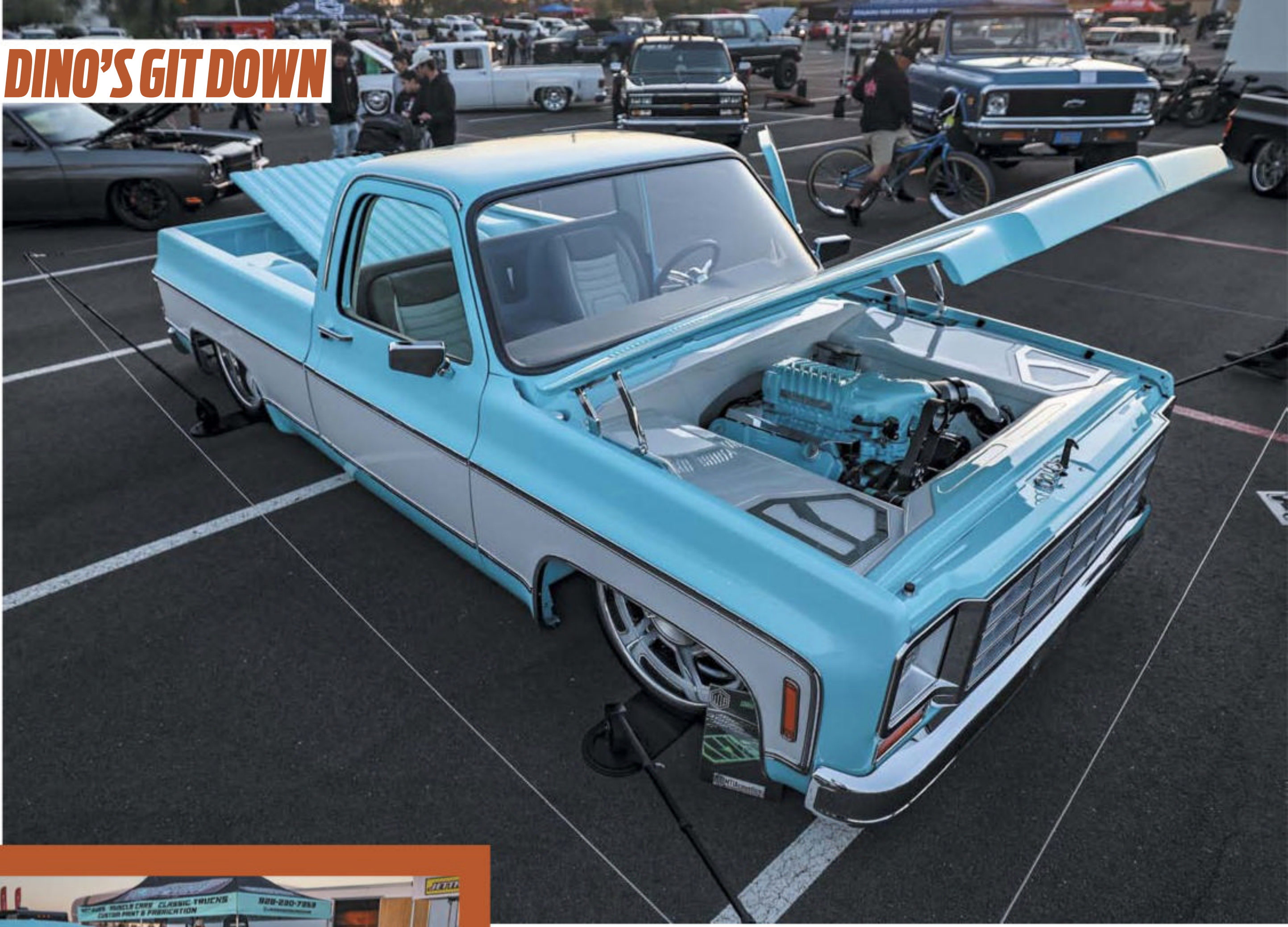

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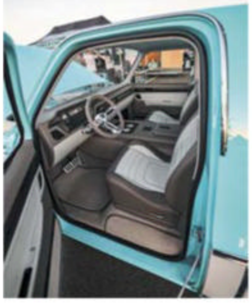

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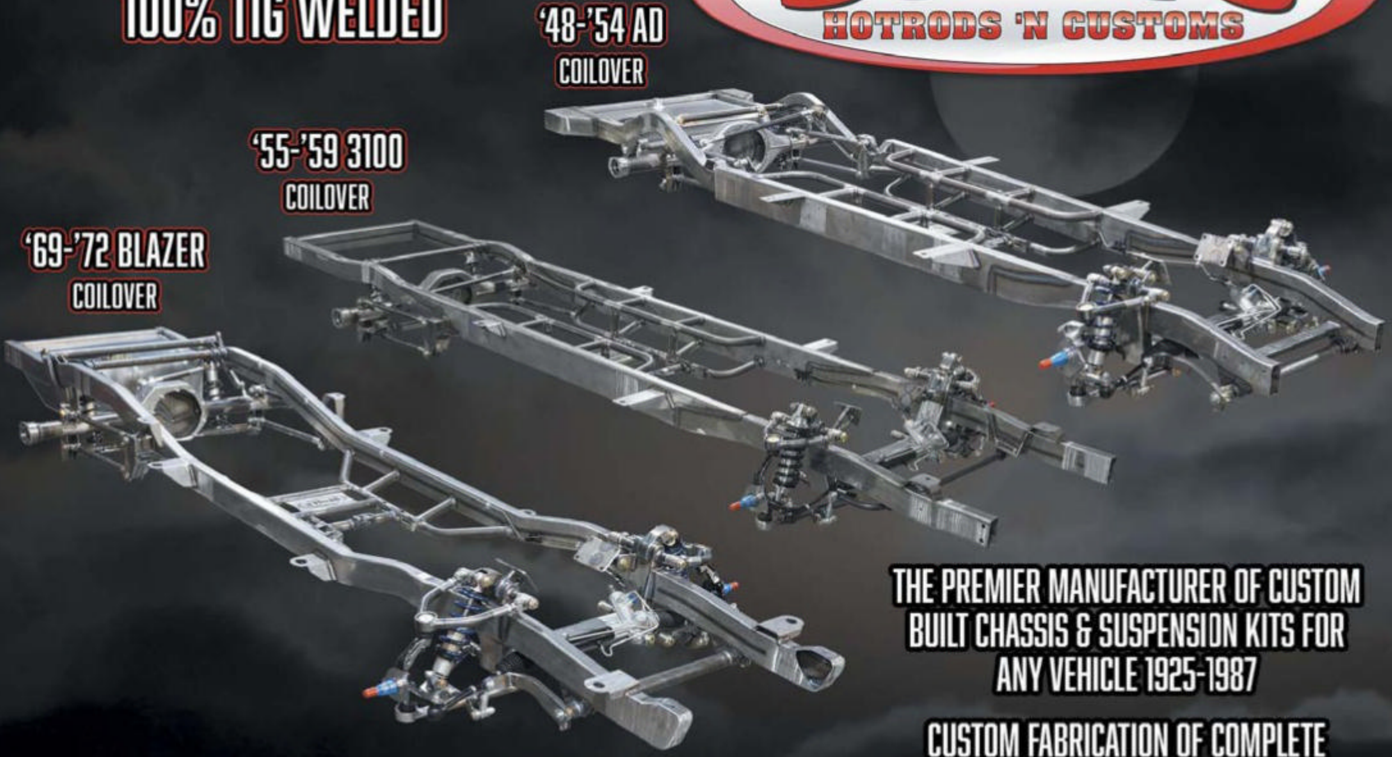
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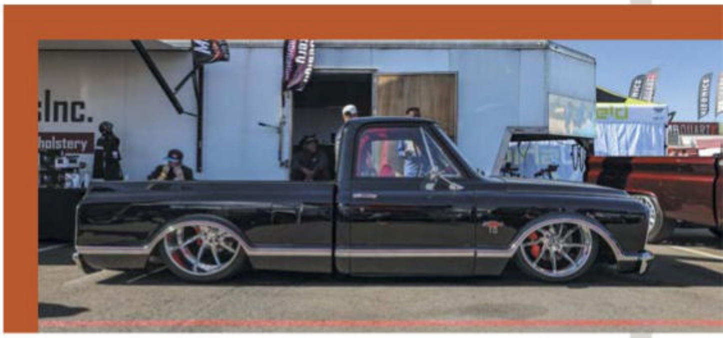
DINO'S GIT DOWN

Raceline billet
Raceline billet



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SCAN ME

VENOM
Venom
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V IS FOR

VanNatta Fab's Rolling Billboard

Words and Photos by ***Corey Decker***

VENOM & VANNATTA

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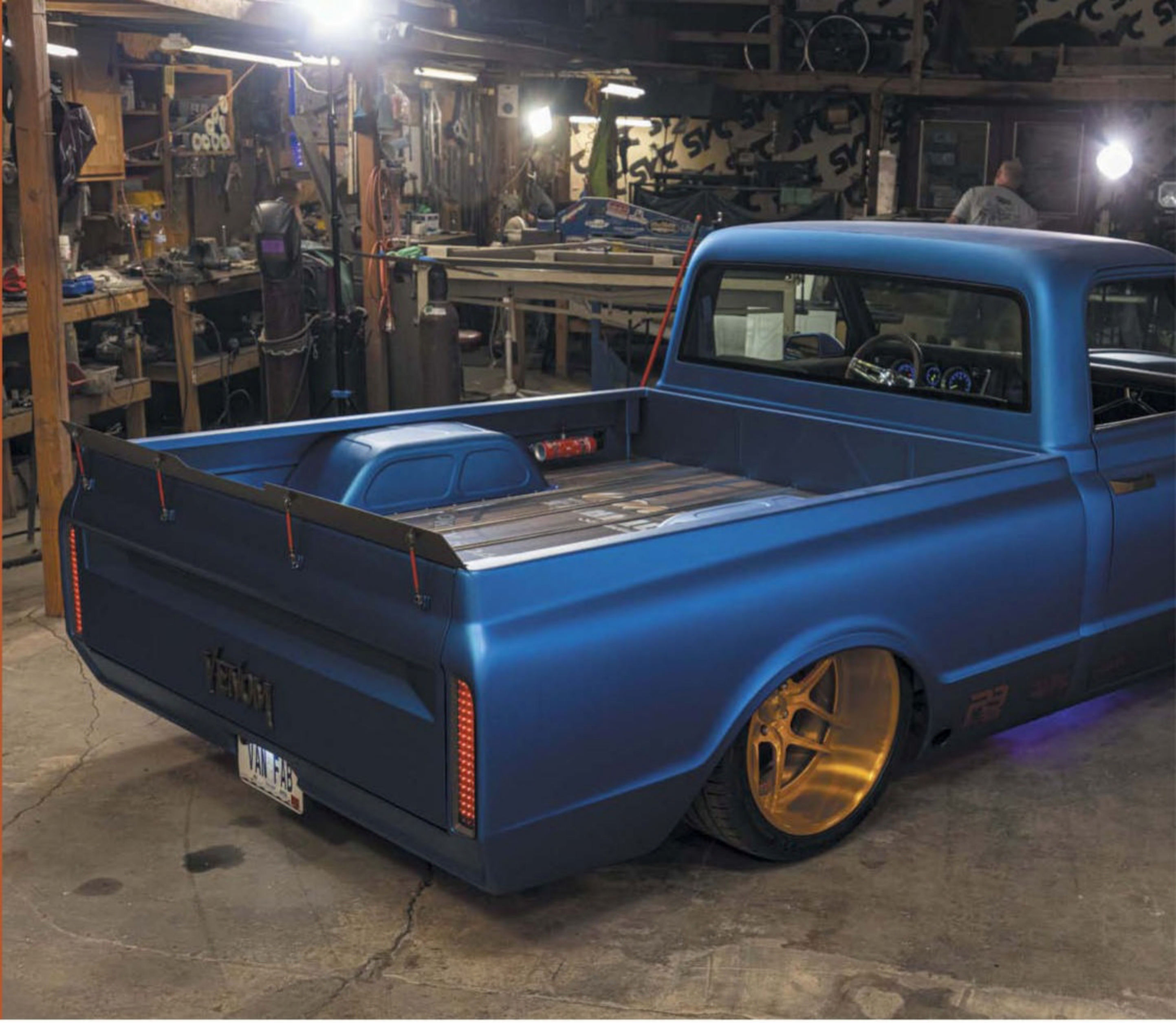
WHY BUILD VENOM?

FOR JASON VANNATTA, this truck wasn't just a passion project. From the start, it was meant to be a rolling advertisement for what VanNatta Fabrication can do. Specializing in C10, square bodies, and Camaro parts, Jason's shop handcrafts every part in-house. From custom bumpers to full suspension kits, VanNatta Fabrication is all about quality and attention to detail. And it's not just the crew's own parts. They offer in-house fabrication and stock products from more than 77 other companies. If you're looking for killer components for your custom C10 build, VanNatta Fabrication has definitely got you covered.

VENOM
VanNatta FABRICATION
TEXAS

...with two years of hard work, a ton of R&D, and countless hours in the shop, the team transformed this gorgeous build into a satin blue masterpiece that shows just what a little blood, sweat, and fabrication know-how can achieve.


VENOM
VAN FAB

VanNation
FABRICATION

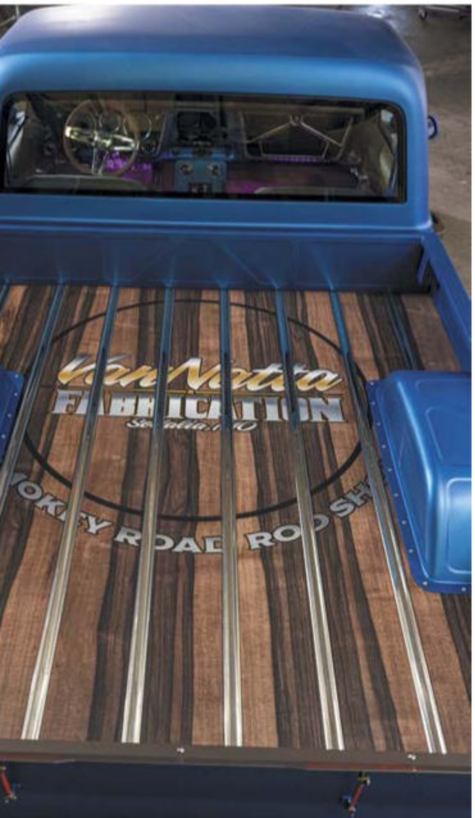
When it comes to classic C10 builds, there's a certain pride in doing things your own way. For Jason VanNatta, owner of VanNatta Fabrication in Sedalia, Missouri, building this 1967 Chevy C10 wasn't just about creating a head-turner. It was about showcasing what his shop is all about—clean lines, killer custom parts, and solid craftsmanship.

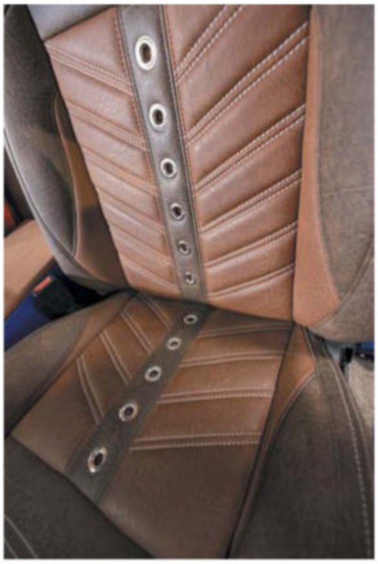
This truck, aptly named Venom, started life as a regular 1967 C10. But with two years of hard work, a ton of R&D, and countless hours in the shop, the team transformed this gorgeous build into a satin blue masterpiece that shows just what a little blood, sweat, and fabrication know-how can achieve.

BODY AND PAINT THAT POP

The first thing you'll notice about Venom is the smooth, clean look. Jason didn't hold back on the body mods. The truck's shaved drip rails, antenna delete, and smoothed tailgate handle keep the lines sleek and tight. Up front, you've got VanNatta Fabrication custom bumpers and an engine bay kit that ties the whole look together. The aluminum taillights, sourced from Alumicraft, add just the right pop of detail to the rear.

VanNatta
FABRICATION





VENOM

And that Adriatic Blue paint? It's a chameleon of its own, rocking a Chromabase with Eastwood matte clearcoat for a finish that's pure satin goodness. It's not flashy—it's sharp, bold, and straight to the point.

DIALED-IN DRIVETRAIN

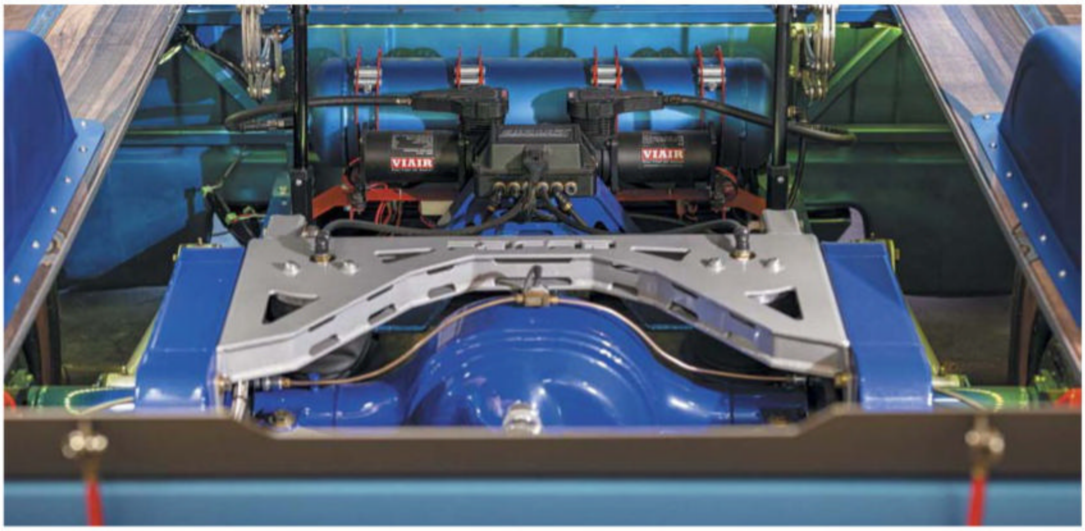
Under the hood, Venom packs a Chevy 6.2L V-8 that's now pushing a ProCharger setup (installed after the initial build photos). The engine breathes through Hooker Blackheart headers and an exhaust kit designed in-house at VanNatta Fabrication. With a 2.5-inch exhaust routed out the sides of the bed, this C10 doesn't just look mean—it sounds mean, too.

Backing up the power is a Chevy 10L90 transmission, brand new as of 2023, and a QA1 carbon fiber driveshaft. Out back, the Speedway Fab 9 rear axle with a 3.00 gear ratio keeps everything spinning smooth. With Wilwood 14-inch 6-piston front brakes and 13-inch 4-piston

ON
OFF
ENGINE START STOP

MADE IN USA
Billet Specialties
FORGED WHEELS
6 PISTON

Venom isn't just sitting in the shop collecting dust. This C10 has been tearing it up at events like the C10 Nationals, Battle in Bama, Texas Heat Wave, and the C10 Gathering.



OWNER
JASON VANNATTA
- VanNatta Fab
- 1967 Chevrolet C10
- Sedalia, MO

CHASSIS
- **Front Suspension:** Porterbuilt front dropmember with Slam Specialties RE7 airbags and KYB shocks
- **Rear Suspension:** Porterbuilt back half with Firestone F9000 sleeve bags and KYB shocks
- **Air Management:** Air Lift 3H ride height control system

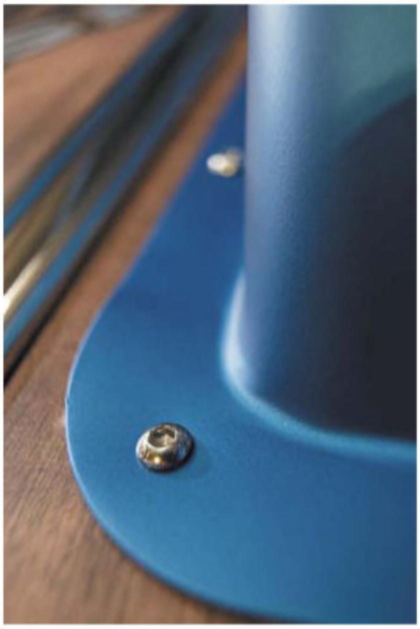
DRIVETRAIN
- **Engine:** 2018 Chevy 6.2L V8 with a ProCharger, Hooker Blackheart headers, and VanNatta Fabrication exhaust kit
- **Transmission:** 2023 Chevy 10L90 with a QA1 carbon fiber driveshaft
- **Rearend:** Speedway Fab 9 rear axle with a 3.00 gear ratio

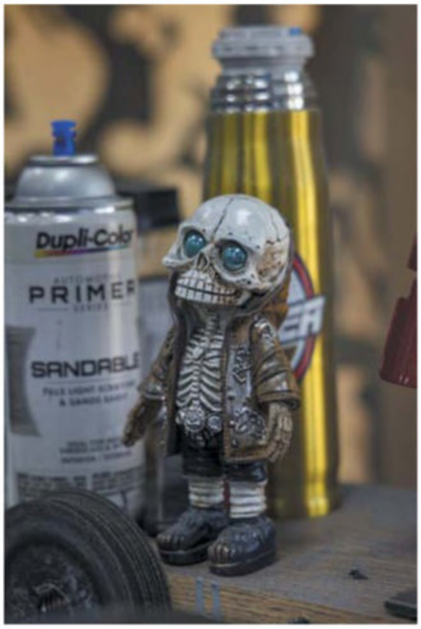
BODY & PAINT
- Adriatic Blue paint with Chromabase finish and Eastwood matte clear coat
- Custom bodywork includes shaved drip rails, antenna delete, and smoothed tailgate handle
- VanNatta Fabrication custom bumpers and engine bay kit

INTERIOR
- Custom interior panels and center console by VanNatta Fabrication
- Tesla-style flush-mounted windshield and rear glass
- Dakota Digital HDX gauges
- **Stereo:** Stinger Heigh 10

WHEELS & TIRES
- **Wheels:** Billet Specialties Hydros (20x10 front, 20x12 rear)
- **Tires:** Michelin Pilot Sport (285/35/20 front, 335/30/20 rear)

1967 CHEVY C10




Dupli-Color
PRIMER
SANDABLE

rears, this truck has all the stopping power you need when you're throwing it down the highway.

SUSPENSION TO MATCH

Venom rides low and proud thanks to a Porterbuilt front dropmember, frame stiffener, and back half. It's sitting on Slam Specialties RE7 airbags up front and Firestone F9000 sleeves in the rear, controlled by an Air Lift 3H ride height system. The KYB shocks make sure the ride is smooth, while the Billet Specialties Hydros wheels (20x10 front, 20x12 rear) wrapped in Michelin Pilot Sports provide the perfect stance.

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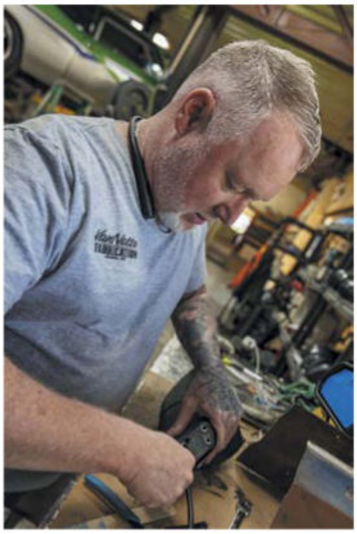
INTERIOR WITH STYLE AND FUNCTION

Inside, Venom is just as sharp. Jason built custom kick panels and a center console that flow seamlessly into the truck's design. The Tesla-style flush-mounted windshield and rear glass, along with one-piece doors, add a modern vibe to the classic truck. A Dakota Digital HDX gauge cluster keeps tabs on everything under the hood, while a Stinger Heigh10 stereo system keeps the tunes rolling.

SHOW STOPPER

Venom isn't just sitting in the shop collecting dust. This C10 has been tearing it up at events like the C10 Nationals, Battle in Bama, Texas Heat Wave, and the C10 Gathering. It's proof that Jason's work isn't just about looking good—it's about hitting the road and standing out in the crowd.

If you're dreaming of a C10 build that's just as tough as it is clean, take a page out of Jason VanNatta's book. And if you need the parts to get there, you know where to find 'em.



DESIGNED TO OUTPERFORM EXPECTATIONS

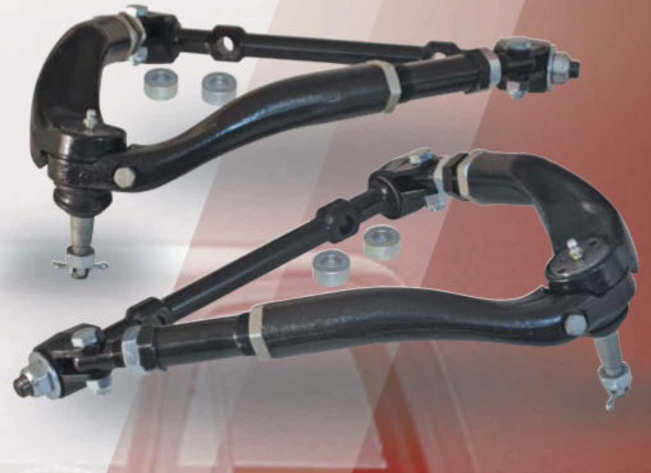
Upgrade Your C10 Suspension for Improved Handling & Aggressive Stance

97180

1971 - 87 C10 ADUSTABLE CONTROL ARMS (PR)

(±3.0° Camber/Caster)

US Patent No. 9,751,370



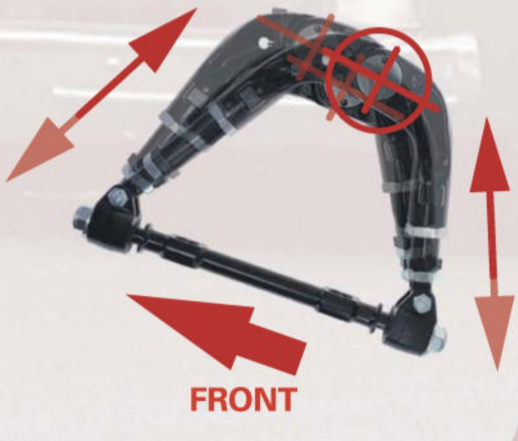
NEW!

97183

1963 - 70 EARLY C10 ADJUSTABLE CONTROL ARMS (PR)

(±3.0° Camber/Caster)

Easily adjust Camber / Caster on vehicle



These fully rebuildable and greaseable adjustable control arms feature 1/2" extended ball joints for improved camber curve as well as custom length ball studs. Available with ± 3° camber/caster adjustment and the best clearance with coils, air bags or coil overs for performance you will feel.

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SQUARE COILS

Transforming Our Squarebody with Ridetech's Coilover Kit

Words by ***Chris Hamilton***
Photos by ***David Shankin***

THE CLASSIC SQUAREBODY CHEVY C10 is a truck with timeless style, but its factory suspension can leave a lot to be desired in handling, comfort, and performance. That's where Ridetech's bolt-in coilover suspension kit comes in. It's a complete system designed to turn a 1973-1987 C10 into a corner-carving, muscle-truck monster. We decided to test it out on our 1987 Chevy C10, and let's just say the results speak for themselves.

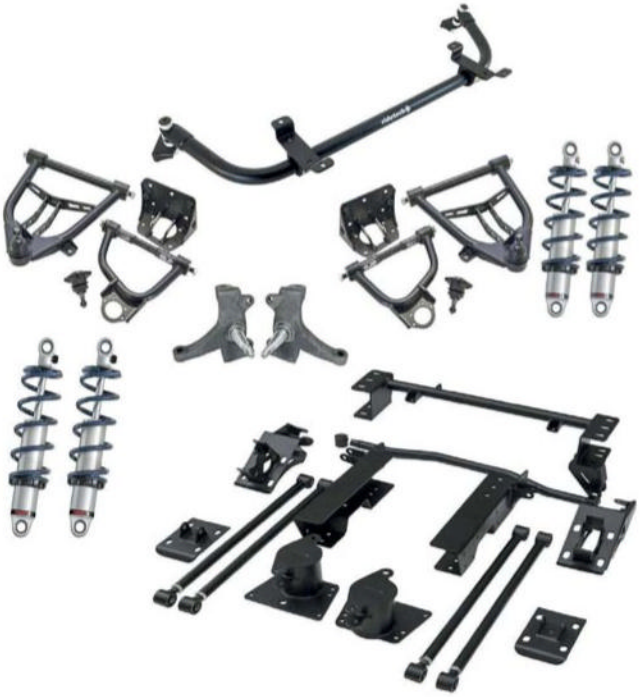
This kit is a one-stop solution with features that enhance handling, ride quality, and stance. The drop spindles improve negative camber gain for better cornering, while the upper and lower StrongArms ensure increased strength, alignment precision, and caster settings for improved steering feel. Add in the HQ Series coilovers with adjustable rebound tuning and a rear bolt-on 4-link, and you've got everything needed to take your C10 to the next level. Plus, the bolt-on design means minimal cutting and no welding—just a smooth installation experience.

Installing the kit on our C10 went off without a hitch. Ridetech's detailed instructions and bolt-on design made the process straightforward, even for a DIY enthusiast. The components are engineered for precision, and everything fit like the description said it would. From the front MuscleBar sway bar to the C-notch rear brackets, it was clear this kit was engineered with DIY in mind.

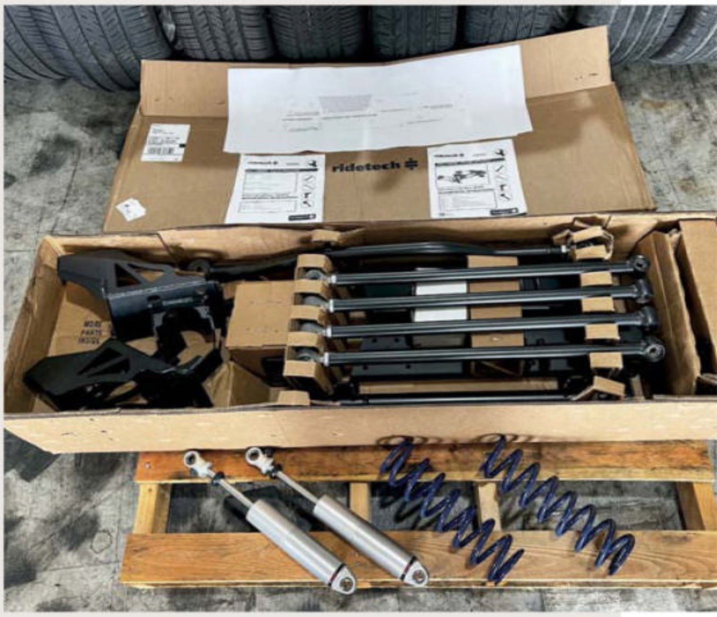
The transformation was undeniable. The truck sits lower with a clean and aggressive stance that screams performance. On the road, the difference was night and day. Body roll was virtually eliminated, steering felt sharper, and the ride was smoother than we ever imagined for a lowered truck. Whether cruising the streets or hitting some twisty backroads, the C10 now feels more like a performance car than a classic truck.

Ready to see how we made it all happen? Follow along with the photos for a step-by-step look at the install, and get inspired to turn your own Squarebody into a capable muscle truck. This Ridetech kit is the upgrade your C10 has been waiting for—let's go!

01 Today's project is this absolutely beautiful 1987 Chevy C10 that currently has an old-school style drop kit. It rides like a tank and sits way too high—that's where Ridetech comes in.

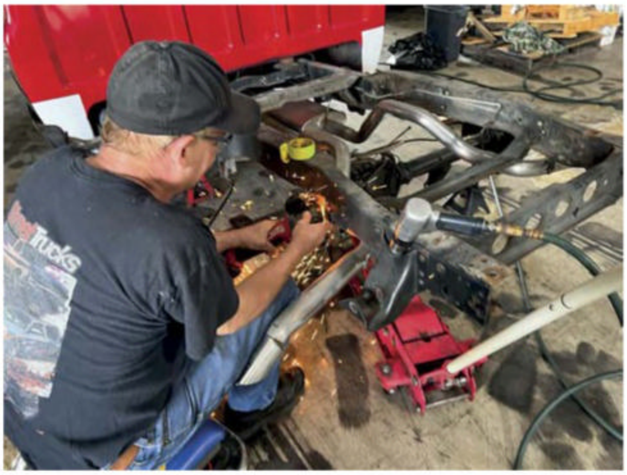


02 The complete Ridetech system includes everything needed to dramatically improve the handling, ride quality, and stance of your "Squarebody" pickup.

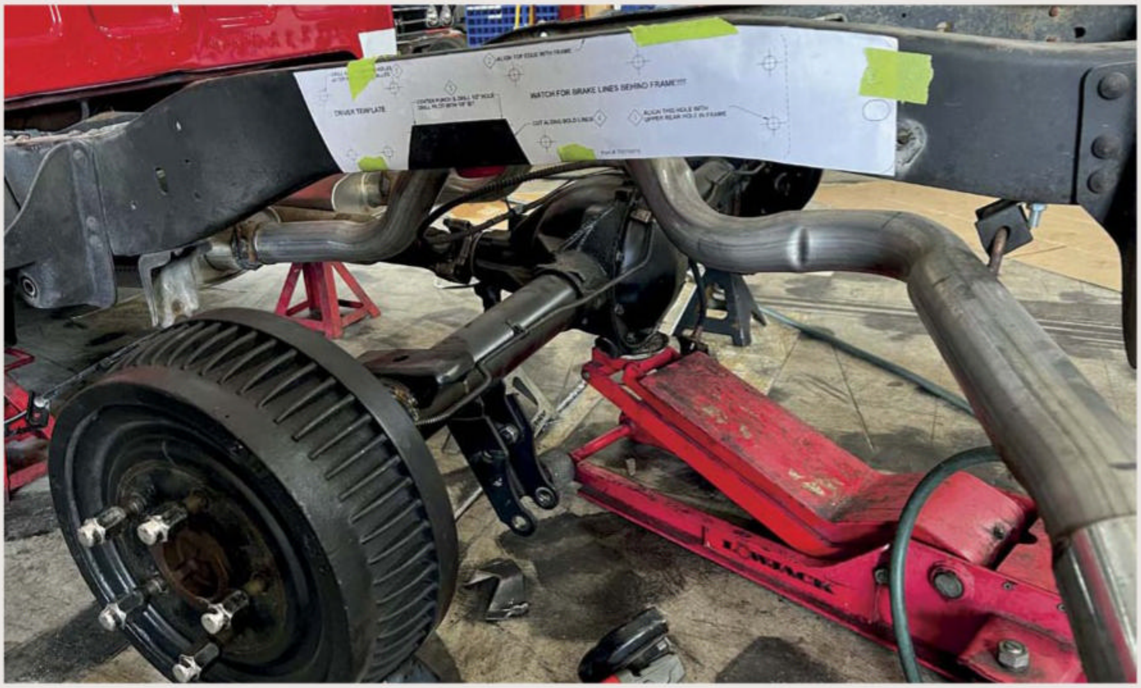


03 We started with the rear of this truck but before we began unbolting parts, we wanted to see what was in the box. Check out how well Ridetech packs its products!

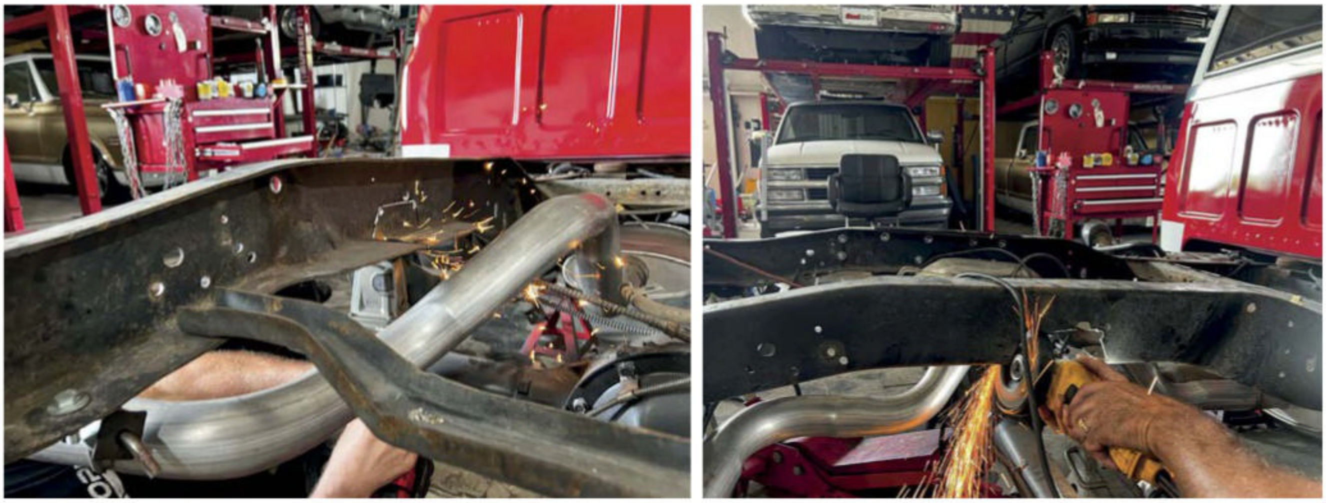
04 The first step was to remove the bed of our truck. Thankfully we have a forklift to make things easy, but a few helping hands can get the job done.



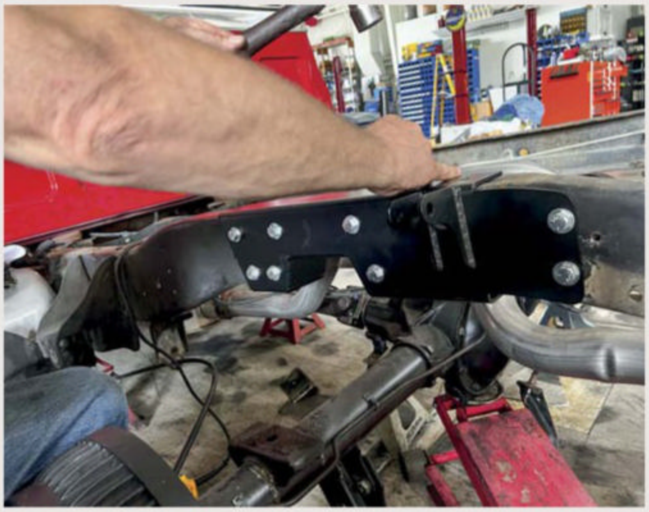
05
Removing the factory-installed suspension is something anyone can do with basic tools and elbow grease. Don't be scared to get a little dirty!


ALIGN TOP EDGE WITH FRAME
DRIVER TEMPLATE
WATCH FOR BRAKE LINES BEHIND FRAME!!!!
CUT ALONG BOLD LINES
ALIGN THIS HOLE WITH UPPER REAR HOLE IN FRAME

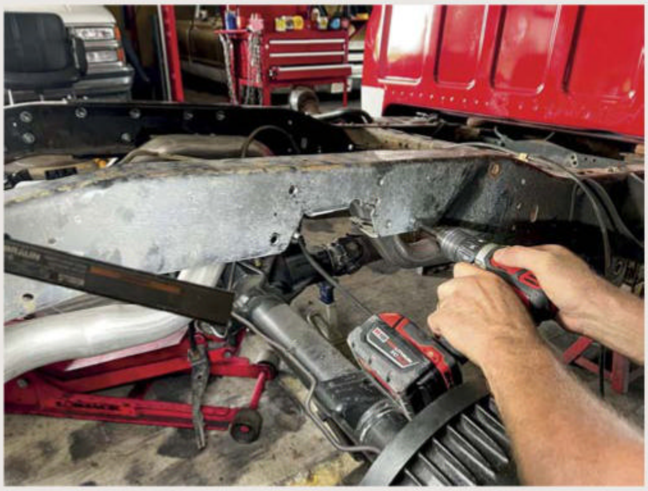
06
With the OEM parts removed, we taped the step notch template in place and marked our cut lines and drill hole locations. This cutout will allow the axle to travel a little further into the frame and help the truck sit lower.



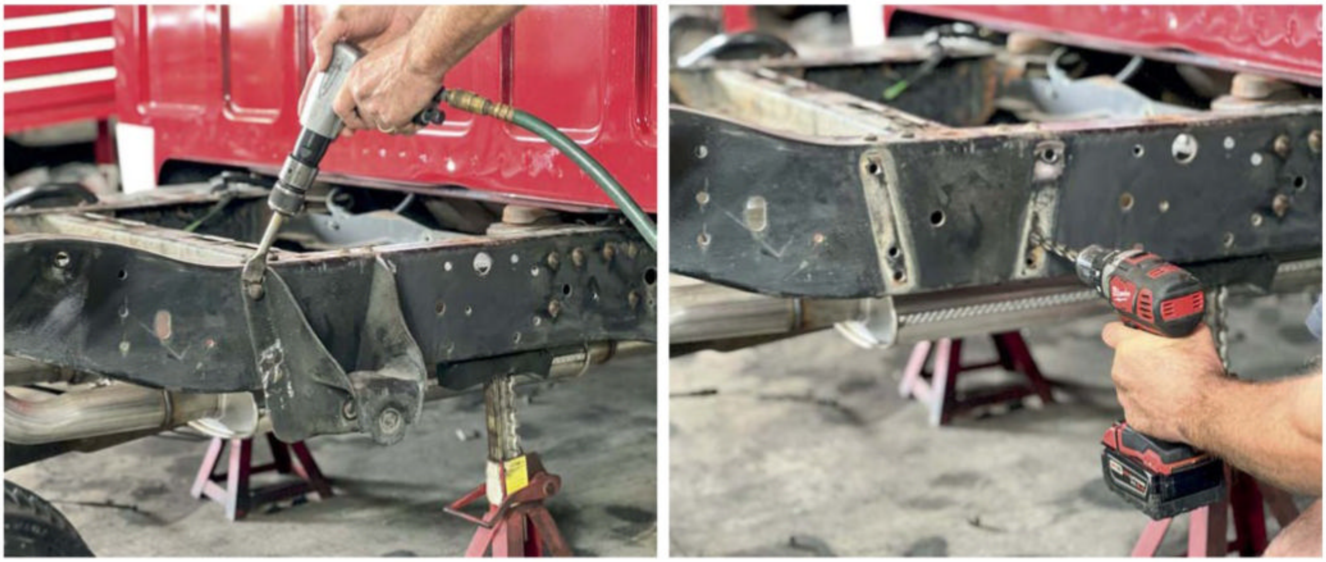
07 Next, Roger used a cutoff wheel to follow the lines and removed this part of the frame. Don't worry about the strength of the frame—Ridetech has taken that into consideration with the new bracket.



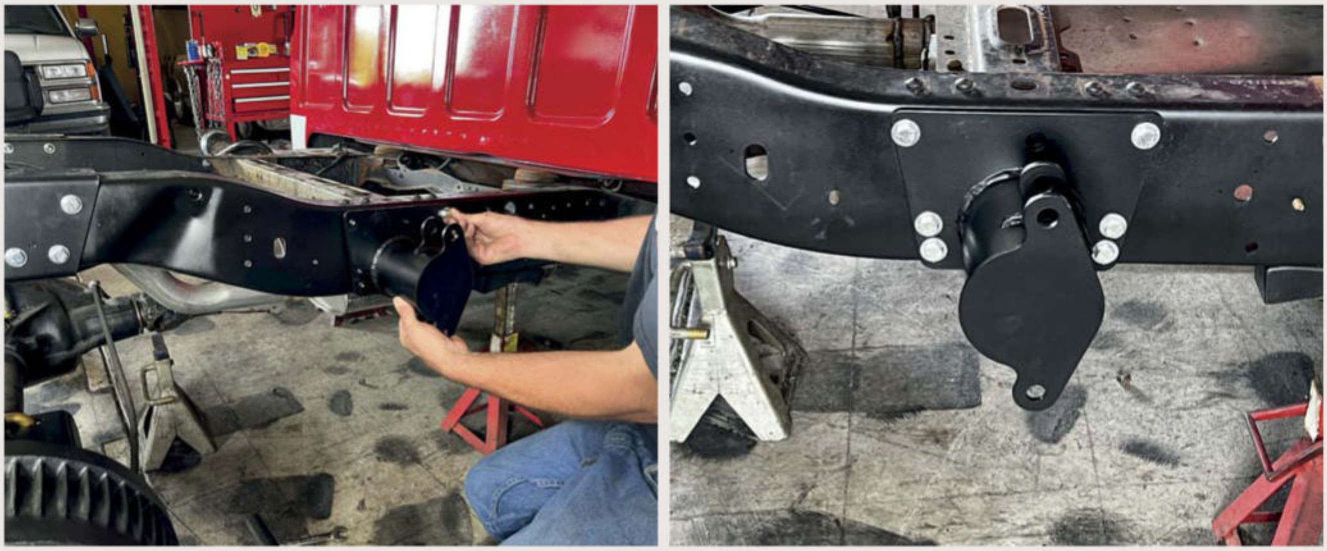
08 Roger then drilled out all the bolt holes before cleaning and prepping the frame for the new parts.



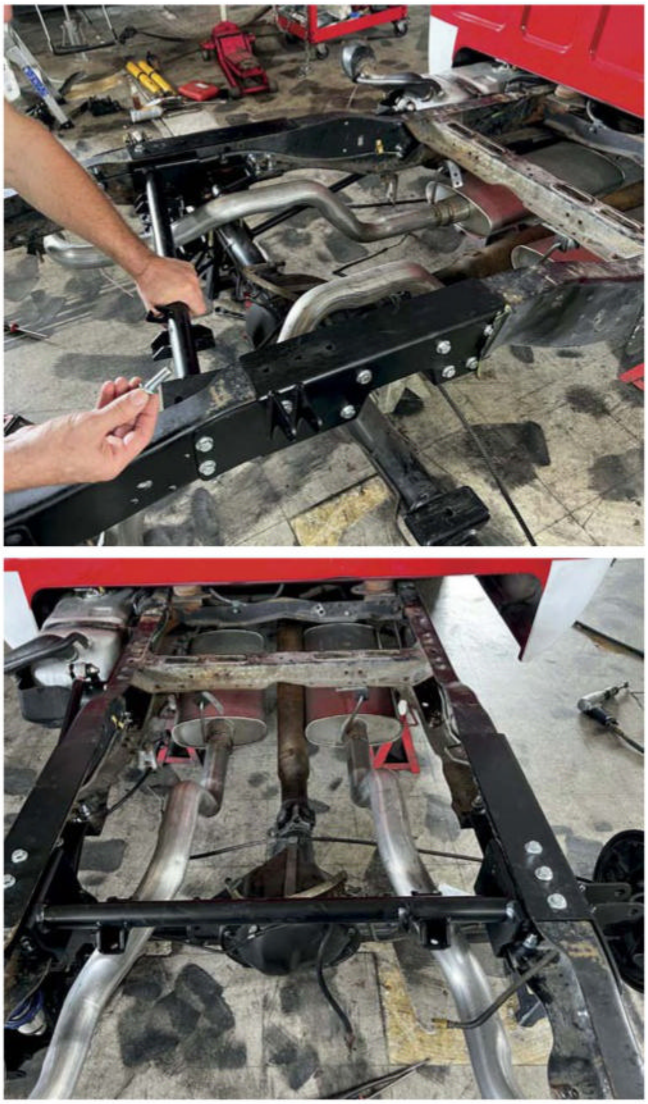
09 The new beefy Ridetech bracket simply bolted into place with the hardware provided and actually made the frame more stiff and durable than stock.



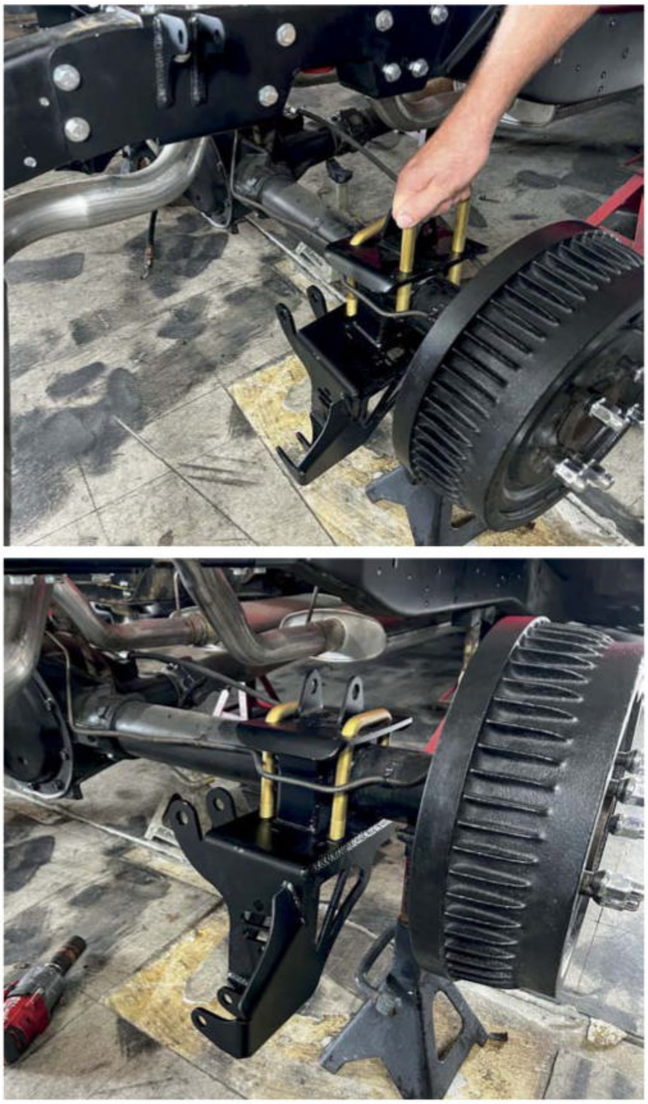
10 The front leaf spring bracket rivets could be knocked off and the studs could be drilled out. Ridetech has provided a new bracket for this location.



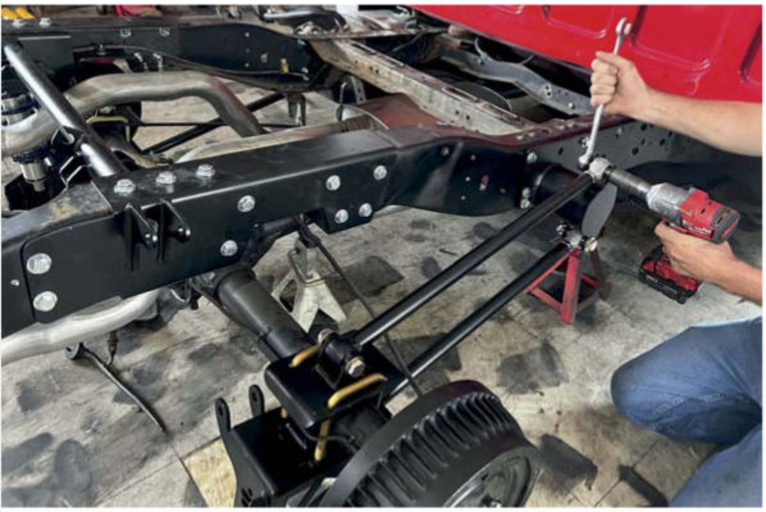
11 After cleaning and painting the frame rail, Roger bolted on the new front link bar bracket with the provided hardware.



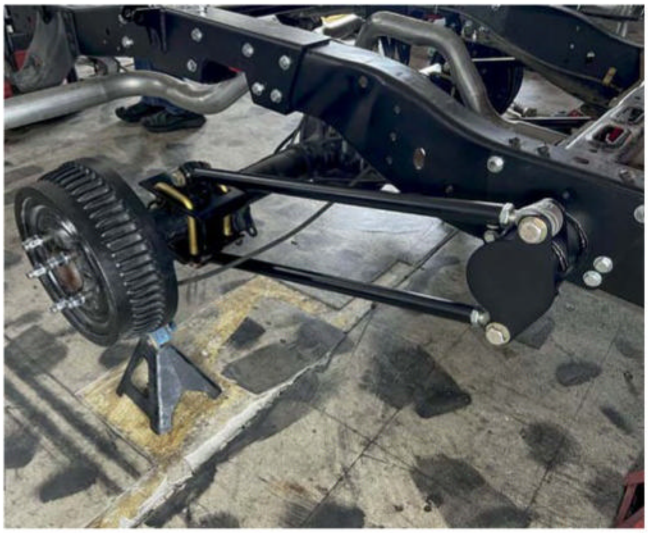
12 The next step was to bolt on the frame brace, which bolts up the top holes in the Ridetech step notch bracket.



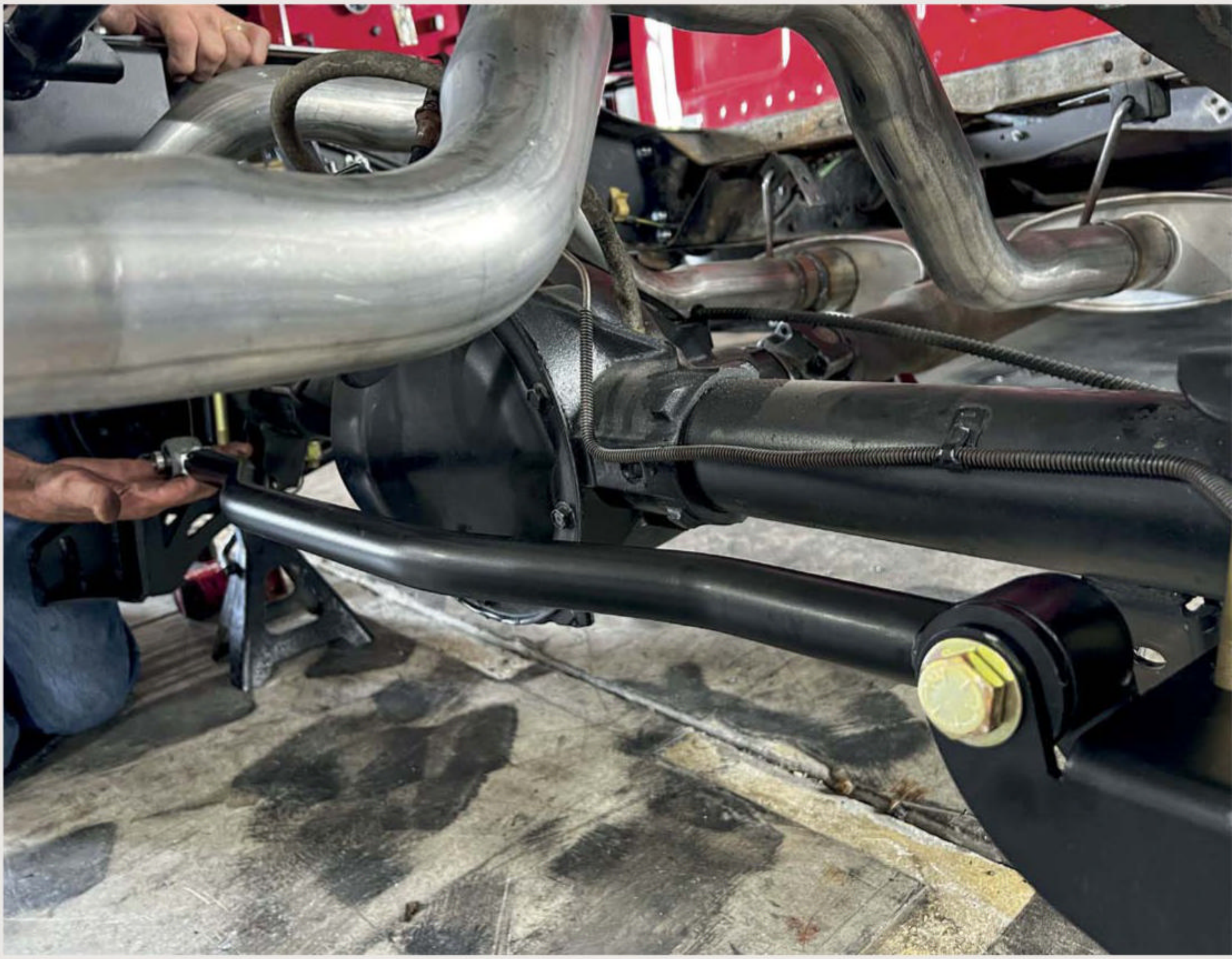
13 These new U-bolts hold the coilover mount brackets and the Panhard bar bracket to the axle.



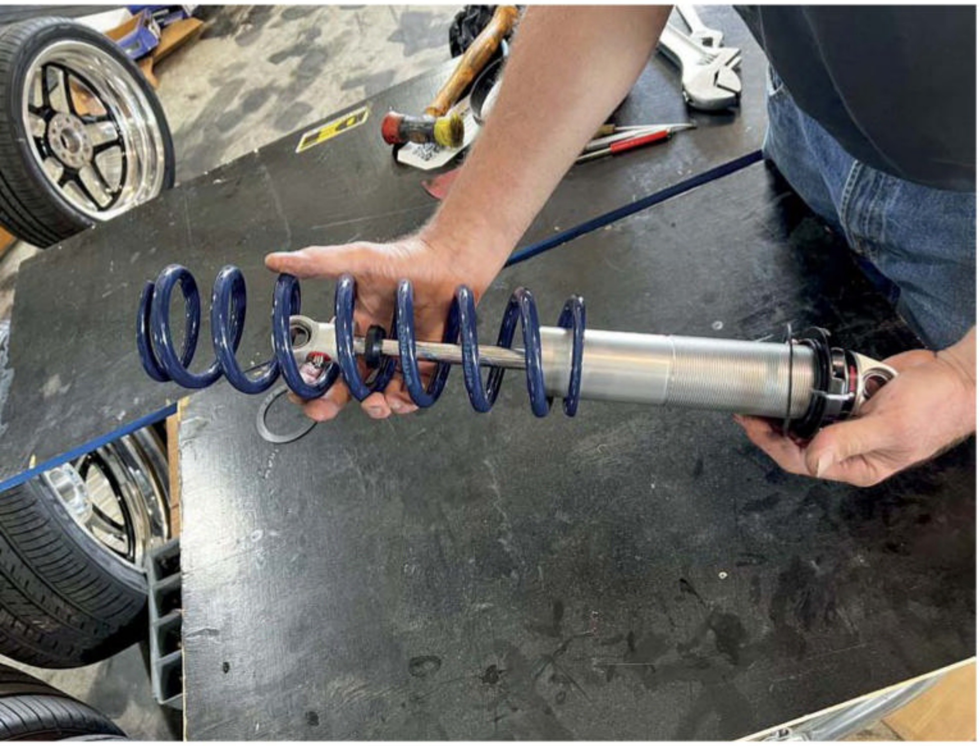
14 Bolting up the new link bars was a simple step in the process but makes a very dramatic visual upgrade. These bars are super strong and powerful.



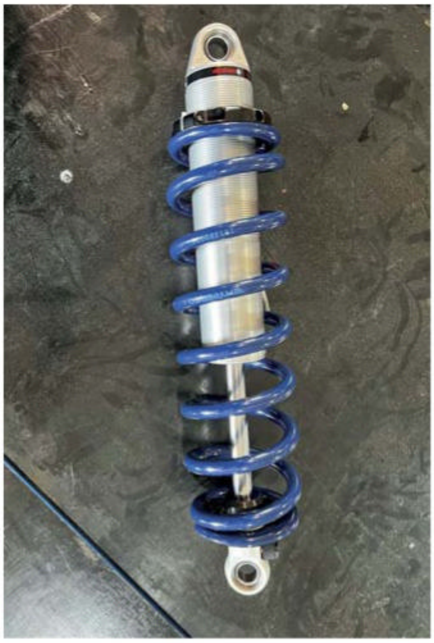
15 This kit looks as good as it performs. It's well engineered and super easy to install with a little time, tools, and patience.

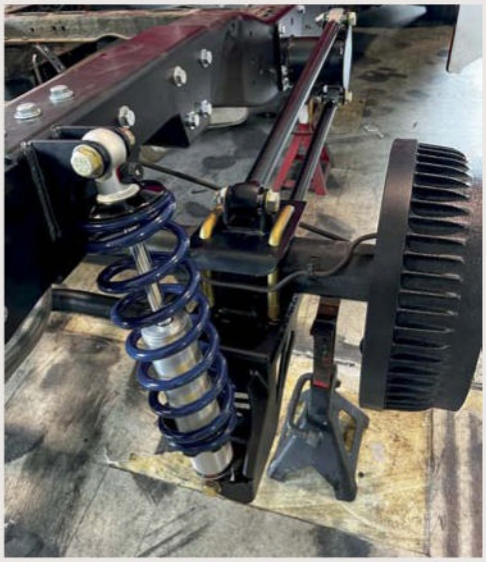


16 The Panhard bar was next to be installed. The bushings and hardware are top notch and well worth the price.

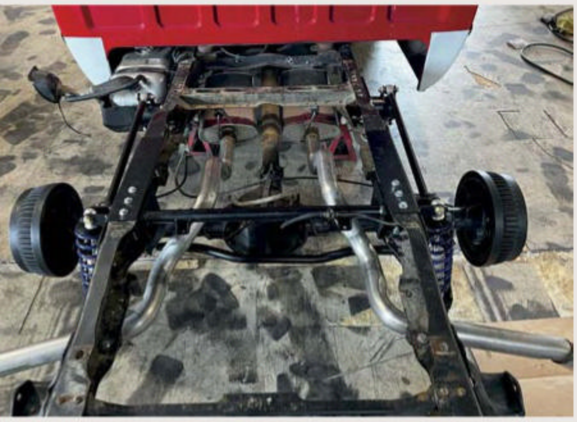


17 Assembling the coilovers is as easy as it looks. We will adjust them to the perfect height once the truck is sitting on its own weight.

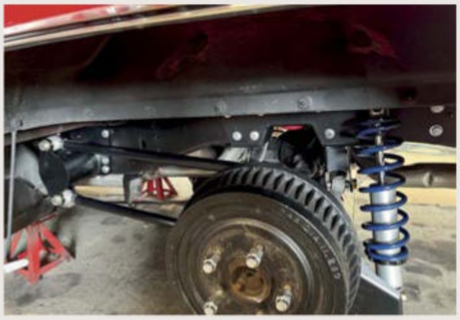




18 Now that is a well-engineered setup! It looks great, it's easy to service, and it's designed to ride like a modern truck. It's a shame we will get it dirty, but we can't wait!



19 The rear is complete, and we can't express how impressed we are with the design of this kit. It was a super smooth install, it gave us a very clean look, there was no need to remove the rear axle housing, and we didn't even have to cut off the exhaust pipes.



20 With the bed back on, you can see how clean the suspension looks in the wheel well. Anyone who sees this setup will for sure have a few questions and comments to throw your way.

IN THE NEXT ISSUE, we will tackle the front and reveal what wheels we chose for this project. Then it's time to take it to the streets! See you next month!

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92-94 w Rag Joint

Part #000935
79-94

Part #000301
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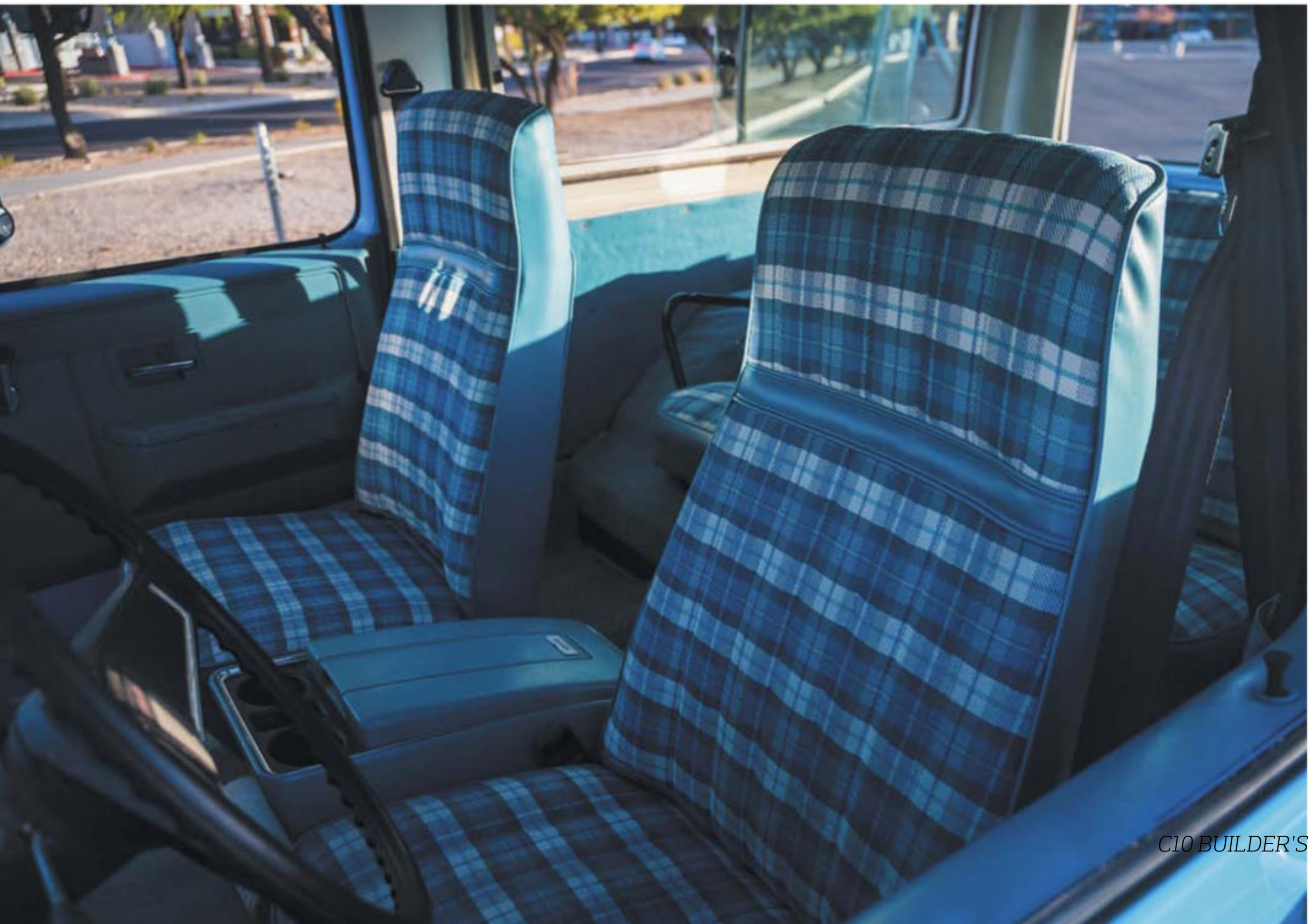
ROAD W

ARRIOR

Victor Carrillo's Family Cruiser

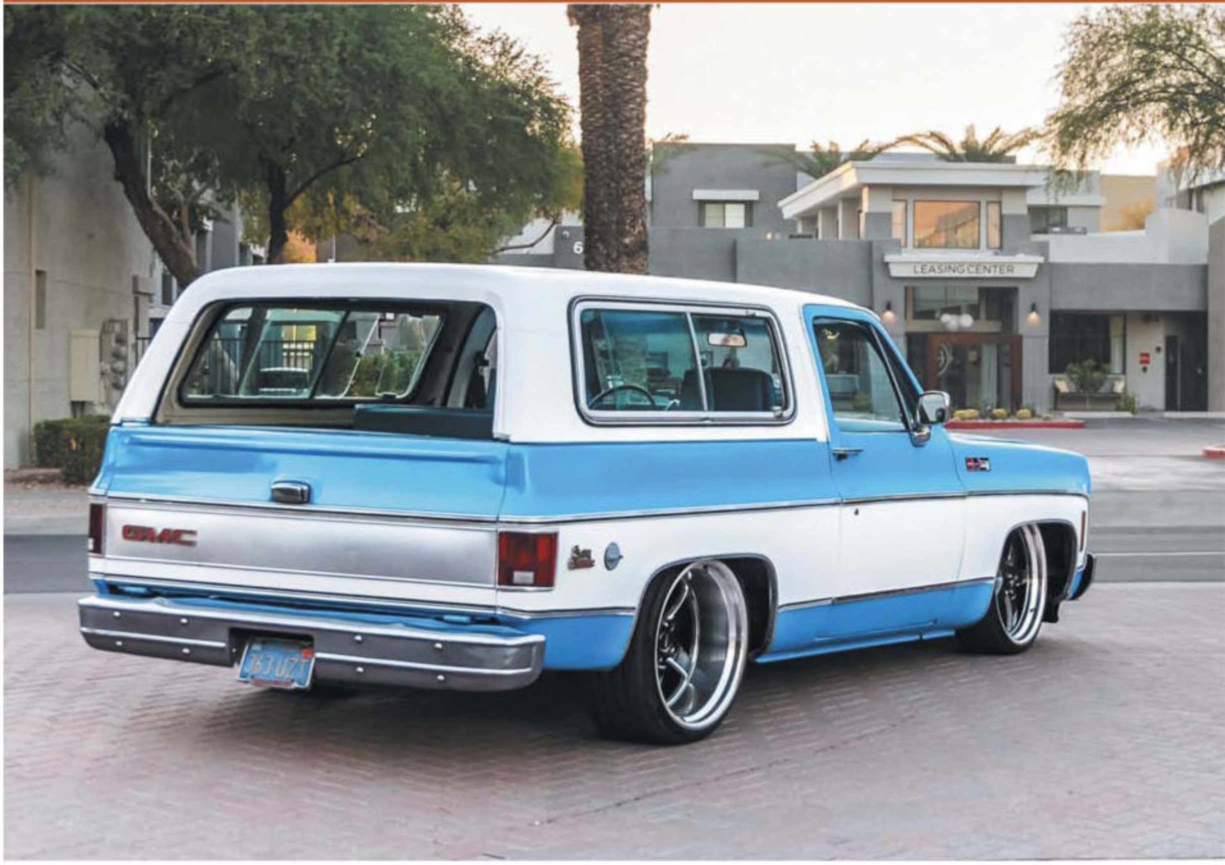
Words and Photos by ***Victor Lopez***

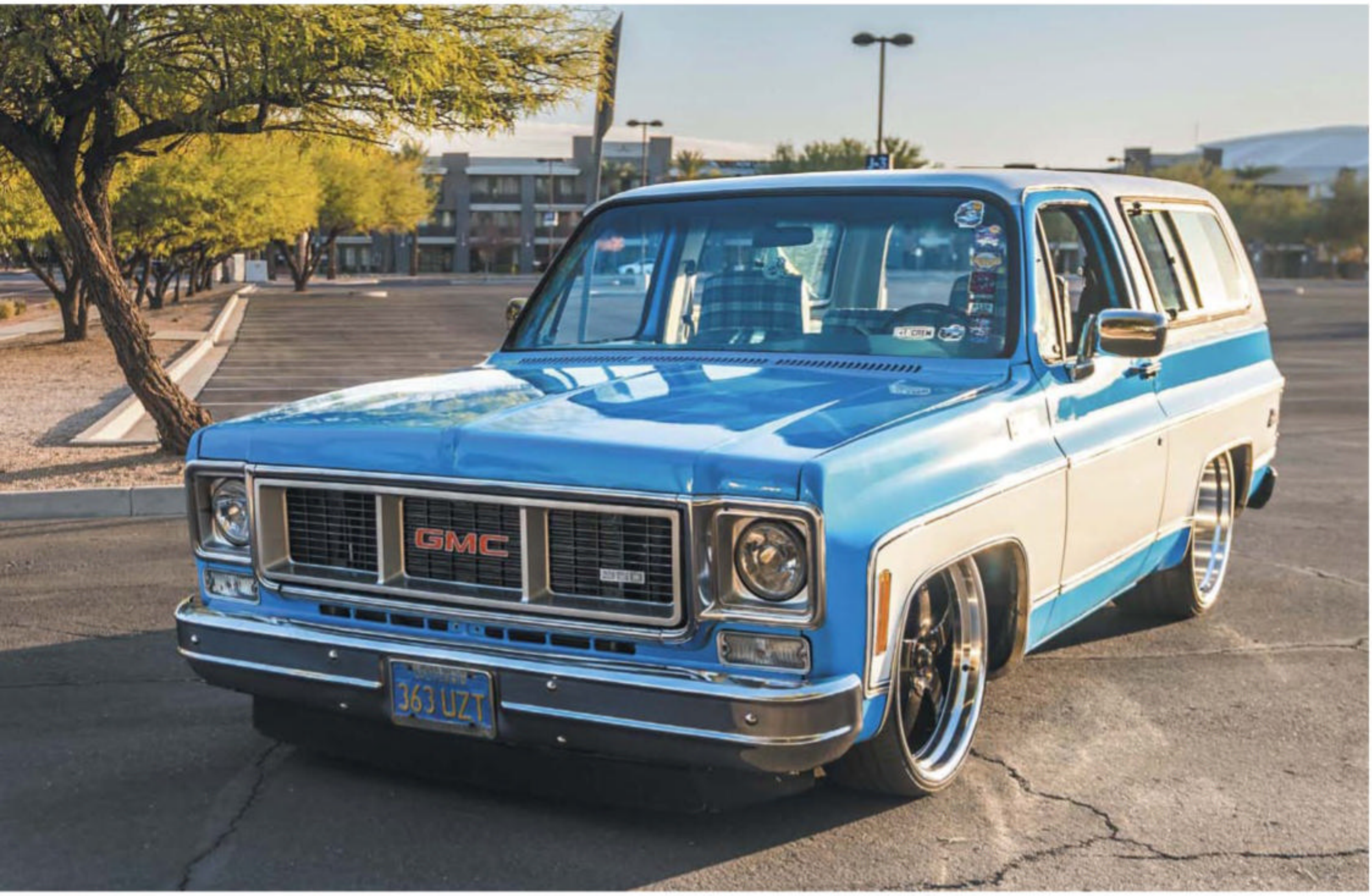
MOST KIDS growing up have dream projects and setups they'd love to have. As we get older, budgets change and our wants differ, and the chase for the next build becomes a high as we check off boxes on the list. There's always that one project that you'd do anything to get, the one you secretly keep an eye out for and would drive a thousand miles to pick up. For Victor Carrillo, that vehicle found him. Well, his cousin found it first, but it was perfect—all the way down to the color. Life had a plan. Victor's cousin didn't like the color and offered it to Victor, which was an obvious no-brainer for a dream build.



Life changes, and with a growing family, a Jimmy is the perfect truck for shows and as a daily driver. With everything original and just some slight work needed, Victor didn't need much to get it close to his vision. A new distributor, new Edelbrock carburetor, and a Flowmaster setup was installed, plus some slick welds with a narrowed differential to help bring it all together with proper fitment. Seats were redone to help keep the original plaid spec, the exterior was color matched with that two tone blue color, which is a rare color to see around in its original condition.

STOP
STADIUM P
BLU
Sierra Grande
WELD





BUILD SPECS

1978 GMC JIMMY

OWNER
VICTOR CARRILLO
- 1978 GMC Jimmy

BODY & PAINT
- Patina 1973 grille
- Factory refinished trim
- Factory lights replaced
- Refinished paint with character
- Road rash – driven everywhere!

ENGINE & DRIVETRAIN
- 5.3 V-8
- Edelbrock carburetor
- Dual Flowmaster exhaust
- TH400 transmission
- Moser axles

WHEELS & TIRES
- 22-inch Weld Aventura

INTERIOR
- Redone plaid interior
- Creature comforts
- Hidden stereo
- Family cruiser with room for everyone!

Western Chassis

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WESTERN

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AMERICA'S
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Western Chassis DS-2

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SEMA 2024

Custom Rides Taking Over Las Vegas

Words and Photos by Brandon Burrell

THE SPECIAL EQUIPMENT MARKET Association (SEMA) started back in 1963 with intentions of bringing automotive manufactures together to show off all the latest and greatest trends and parts. They decided to put together a small automotive industry-only event four years later in 1967 at the LA Dodgers stadium to do just that. We are sure they had no idea how quickly the annual event would grow and how much of a huge impact it would have on the automotive world. Dubbed the largest automotive event in the world, the SEMA Show takes over the entire Las Vegas Convention Center the first week of November every year. Well, all but in 2020 when we had that little thing we call the pandemic. That was the only year they have skipped since the beginning.

Having it in Las Vegas in November ensures a few things. One, the weather is always great, for the most part. 2024 was a bit on the chilly side but was still nice. And two, not only does the convention center provide enough indoor and outdoor space for 2,400 exhibitors to showcase their products to the over 160,000 attendees and over 3,000 media outlets, but there are tons of hotels and things to do once the show is over every day. The landscape of the convention center looked a little different this year

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due to some renovations to the front of the North and Central halls, but the crowd was still able to easily access everything like normal.

Every hall of the convention center was packed wall-to-wall with company ‘ booths showing off the newest products for the automotive aftermarket while the parking lots around the halls were also packed with booths and feature vehicles. As far as you could see, there were custom cars, trucks, Jeeps and side-by-sides. There were also plenty of the classic GM trucks and SUVs our readers like to see in our pages We spent the week walking 10+ miles a day to ensure we could find as many of them as we could so you could see what these automotive companies and builders had been up to for the past year.

This year we also debuted one of our magazine projects, “Rocky”, our 1979 C10 we have been working on, in our Motortopia booth that was in its usual spot in Hot Rod Alley in the Central hall. You may have seen the build of this truck over the last couple years as we got it dialed in and ready for its big debut. It kept the crowd around it all week as we expected and was a great way to promote some of our build partners and advertisers.

If you ever have the opportunity to attend the SEMA Show, it’s definitely a crazy, overwhelming experience and we highly recommend it. Until that happens, check out the coolest classic GM trucks and SUVs that were there in 2024.

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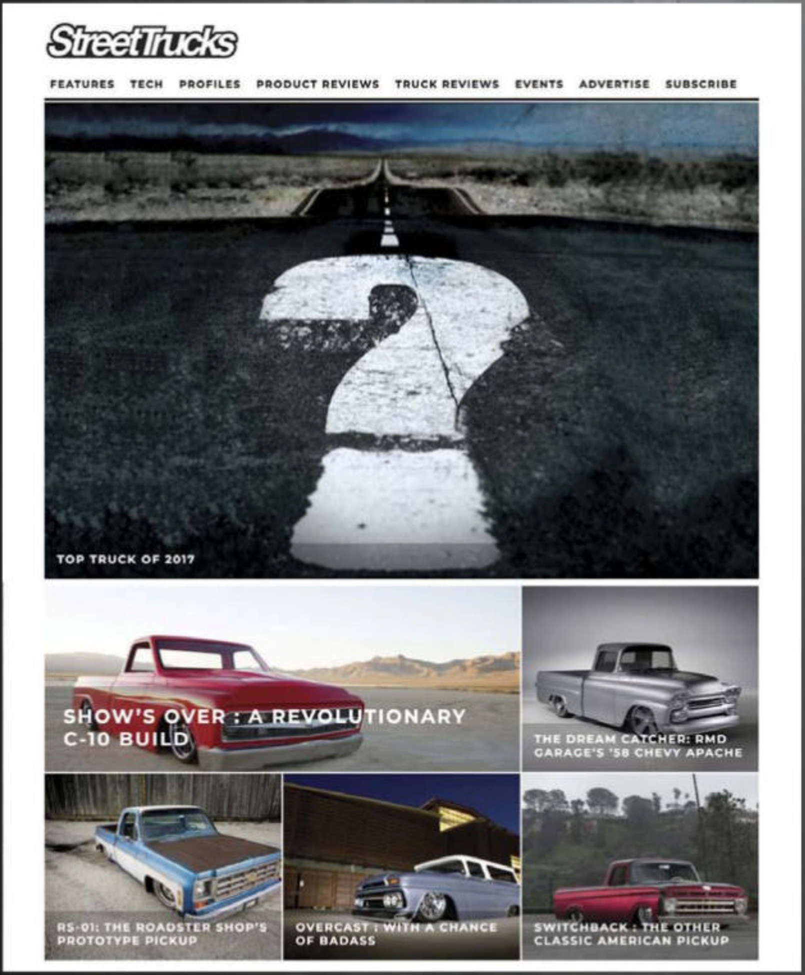

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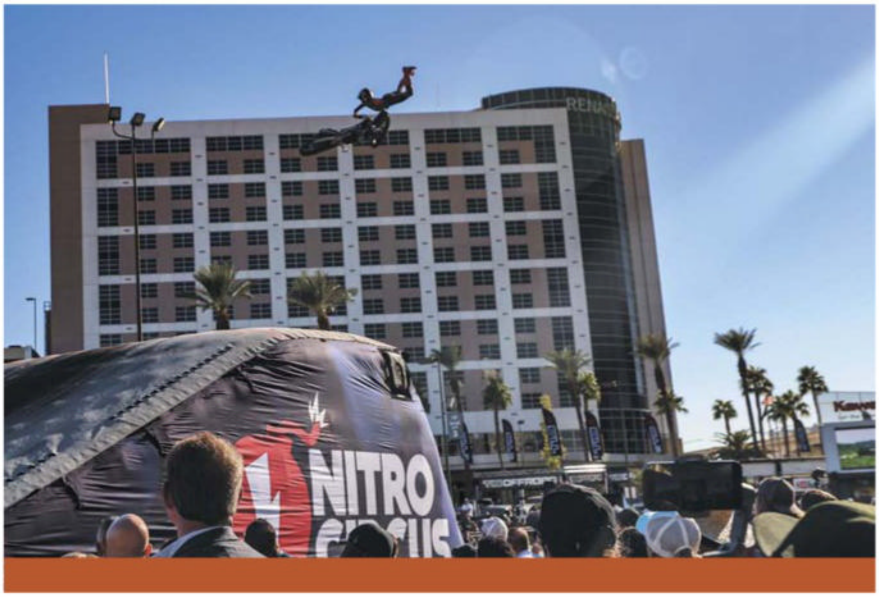
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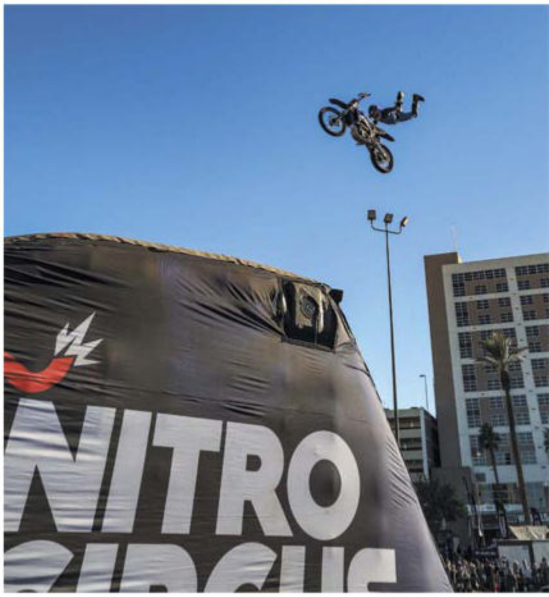
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SWEET

A Tribute to Grit, Family, and Craftsmanship

Words by **Corey Decker**
Photos by **John Jackson**

ELLIE

WHEN DAVID Dekorver of Fort Walton Beach, Florida, got the call from his grandmother to build a truck and name it "Sweet Ellie," he knew it wasn't just about wrenching on another ride—this was about family. Fast forward seven years and $65K later, David's 1987 Chevrolet R30 isn't just a truck; it's a rolling work of art that packs a punch and turns heads wherever it goes.

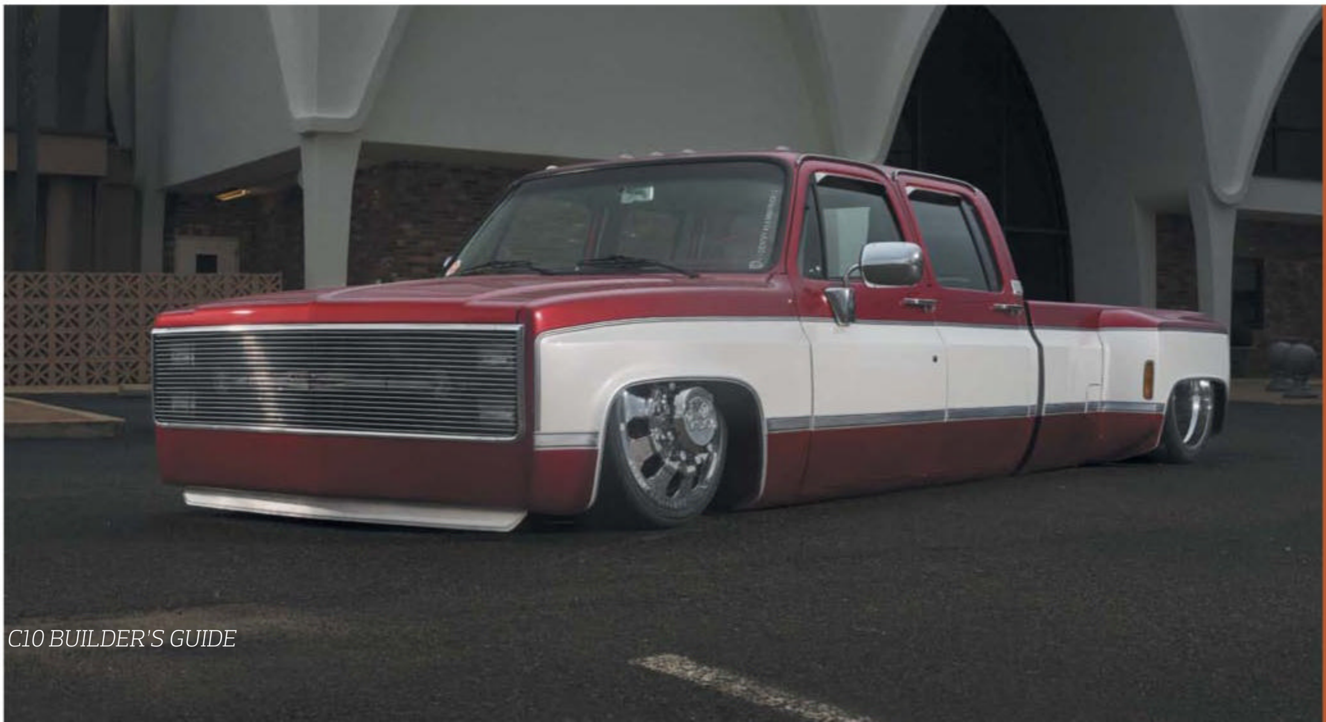
First Impressions: A Bold Stance

The first thing you notice about Sweet Ellie is its killer two-tone paint job. The red, dubbed "Ellie's Passion Pearl," was custom-mixed, and it pops against the Galaxy White Pearl

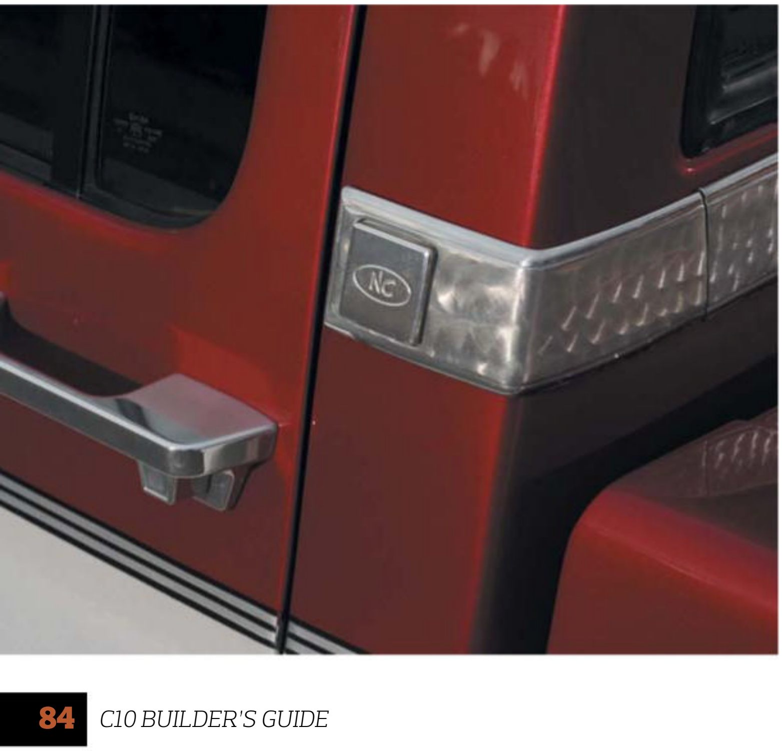
NC
SWEET ELLIE

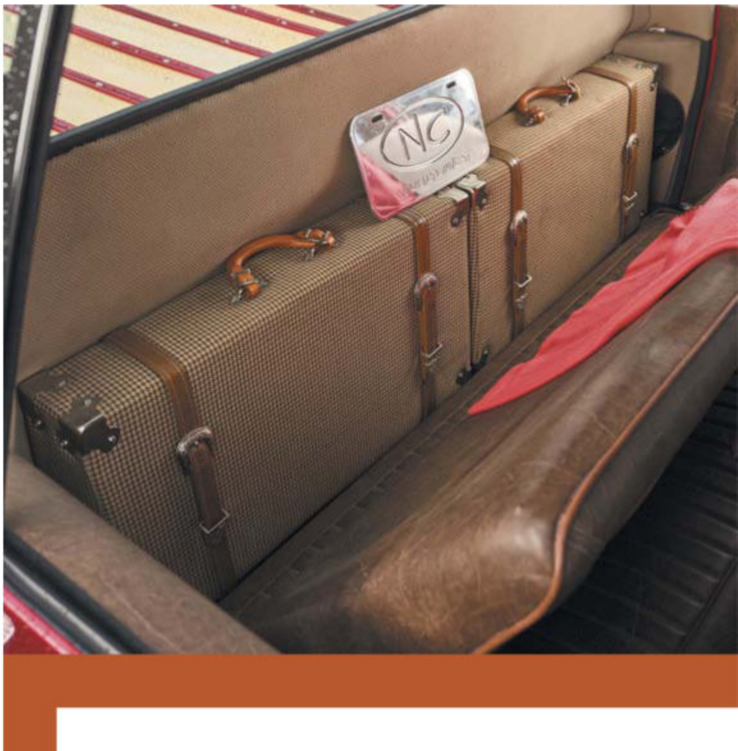
accents. Sprayed to perfection by Nate Dixon out of Fort Walton Beach, this paint job could win awards on its own. James Ellis from Hybrid Images took it a step further with airbrushed moldings and wheel lips that give the truck a hand-crafted edge.

Up front, the stock grille got the boot, and was replaced with a Carriage Works phantom billet grille that's all business. Hidden behind it is a '57 Chevy Bel Air grille—a nod to classic Chevy style. The bumpers? Gone. Instead, there's a custom roll pan up front and a Bob Grant three-piece roll pan out back. The whole body has been smoothed, de-seamed, and modified to a level that makes most builders throw in the towel. From the widened and stretched rear fenders to the raised wood bed



NC
WORLD'S LOWEST

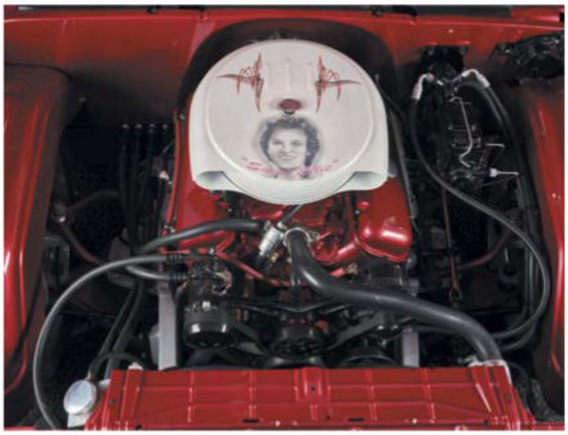




floor with stripes, every inch of this truck screams attention to detail.

Built for the Streets

Sweet Ellie sits slammed thanks to a stock-floor bodydrop, with the pinch welds completely removed. David's custom square-tube frame runs from nose to tail and works with Air Lift 3P management, Flo tanks, and Viair compressors to keep the truck riding smooth and low. Rolling stock consists of 22-inch American Force wheels with floating center caps that tie the whole look together. Those wide fenders? Yeah, they're not just for show—they perfectly hug the American Forces, making the stance next-level clean.



BUILD SPECS

1987 CHEVROLET R30

OWNER

DAVID DEKORVER

- 1987 Chevrolet R30
- Fort Walton Beach, FL

CHASSIS & SUSPENSION

- Custom-built square tube frame with stock-floor body drop
- Air Lift 3P with Flo tanks and Viair compressors

ENGINE & DRIVETRAIN

- Stock big-block 454 with Holley 600 carb
- Sanderson Blockhugger headers
- 1950 Cadillac air cleaner
-
- Turbo 400 transmission
- Custom fit rearend to match chassis modifications

BODY & PAINT

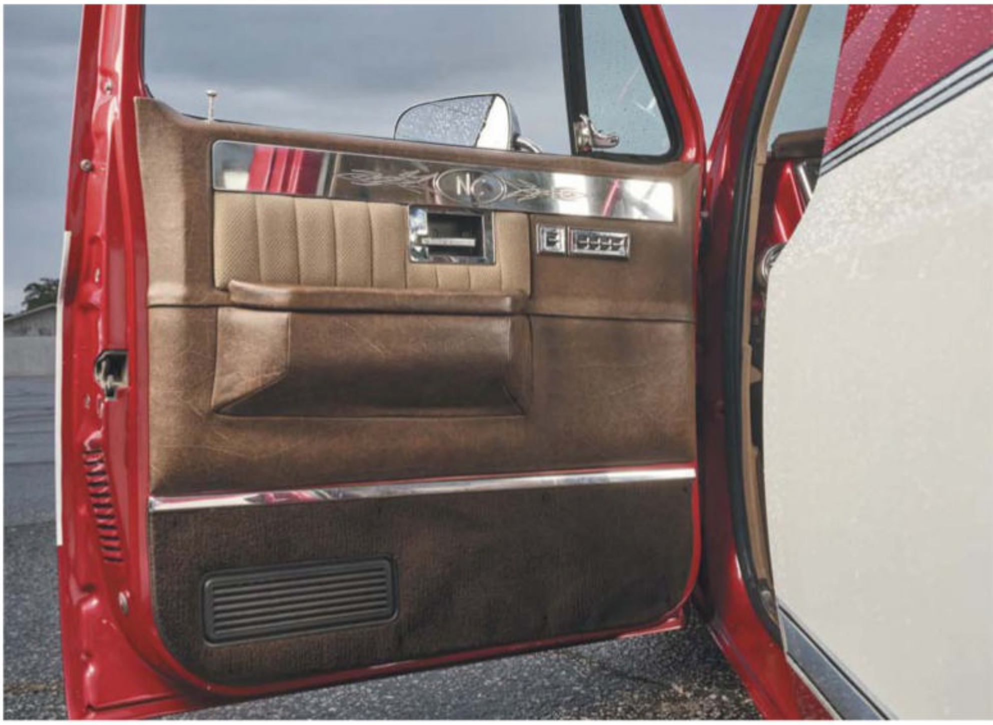
- Smoothed and de-seamed cab,
- Widened rear fenders (3 inches), stretched rear fenders (3 1/4 inches) c
- Custom roll pans (front and rear) r
- Raised bed floor with wood and stripes ·
- Sunken tag box, custom Bow Tie bead on tailgate
- 1957 Bel Air grille behind Carriage Works phantom billet grille
- Custom chin lip spoiler
- Mercedes cab repeaters

INTERIOR

- Distressed leather and cloth by Gary's Upholstery
- 1967 C10 dash with Dakota Digital gauges
- Sony audio system with custom suitcases housing dual 12-inch subs

WHEELS & TIRES

- 22-inch American Force direct bolt-on with floating center caps
- Sized to fit custom fender modifications



Under the Hood

Under that smoothed hood is where old-school muscle meets modern reliability. The stock big-block 454 was torn down, resealed, and painted, keeping its heart pure Chevy. Feeding the beast is a Holley 600 carb and Sanderson Blockhugger headers, while a 1950 Cadillac air cleaner adds a touch of vintage class. Backed by a TH400 trans, this truck can still flex when it needs to. It's not about going fast, though—Sweet Ellie is built to cruise, and she does it with style.

Cabin Comfort

Inside, the vibe is equal parts classic and custom. David swapped in a '67 C10 dash fitted with Dakota Digital gauges, giving it a timeless look with modern functionality. The distressed leather and cloth interior, stitched up by Gary's Upholstery, feels like your favorite pair of work boots—rugged but comfortable. Behind the rear seat, David didn't just toss in some subs; he built custom suitcases to house dual 12-inch Sony woofers. The whole setup is tied together with a Sony head unit that delivers crisp tunes for those long Florida cruises.

A Labor of Love

David, a collision tech by trade and a proud member of the Negative Camber club, built Sweet Ellie at home. Every late night, busted knuckles, and beer-fueled brainstorming sessions paid off. His wife, Kim, stood by his side through the seven-year journey, proving this build was a family affair. From the Mercedes cab repeaters to the sunken tag box on the tailgate, Sweet Ellie's loaded with details that tell a story.

David's grandmother would be proud. Sweet Ellie isn't just a tribute; it's a reminder of what happens when you mix hard work, passion, and a whole lot of love. This truck's not just cruising Florida streets—it's living proof that family and craftsmanship never go out of style.

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FIXING THE SLOP

Upgrading a 1978 C10's Steering with Borgeson

Words and Photos by ***Roger Shoults***

IF YOU'VE BEEN behind the wheel of a regularly driven Chevy C10, you probably know how loose the factory steering can get with a leaky steering box. The old Saginaw box in our 1978 C10 had seen better days, and the leak was just the start. It felt loose, unresponsive, and super sloppy, but lucky for us, Borgeson had the fix.

The new Borgeson Street & Performance Quick Ratio Power Steering Box is perfect for the C10 owners who love to drive their rides. With a 12.7:1 quick ratio, it delivers a tighter, more modern steering feel while keeping the installation straightforward. This box bolts directly to the stock location and uses the factory power steering pitman arms. Best of all, it's an all-new unit, not a rebuilt one, so you're starting fresh right out of the box.

Installing the Borgeson steering box was a no-brainer for us. We wanted this truck to drive as good as it looks, and firm, responsive steering is a huge part of that. Also, we wanted no more leaky messes under the hood and on the garage floor. The new box gave us confidence when driving the truck in traffic and gave our C10 a more enjoyable ride.

If you're ready to bring your classic C10's steering into the modern age, follow along as we show you how to swap out that old Saginaw for Borgeson's Quick Ratio Power Steering Box. It's a simple upgrade that'll make a huge difference in how your truck drives.

The new Borgeson Street & Performance Quick Ratio Power Steering Box is perfect for the C10 owners who love to drive their rides.

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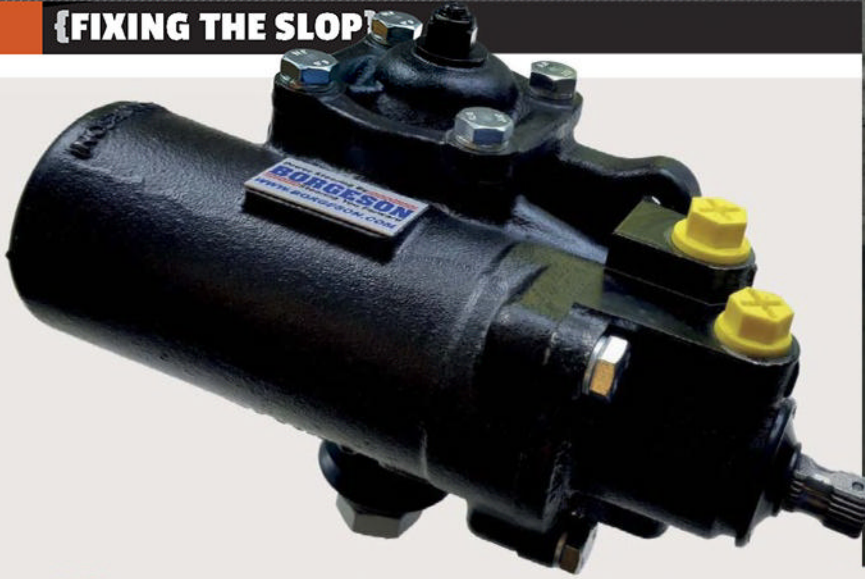
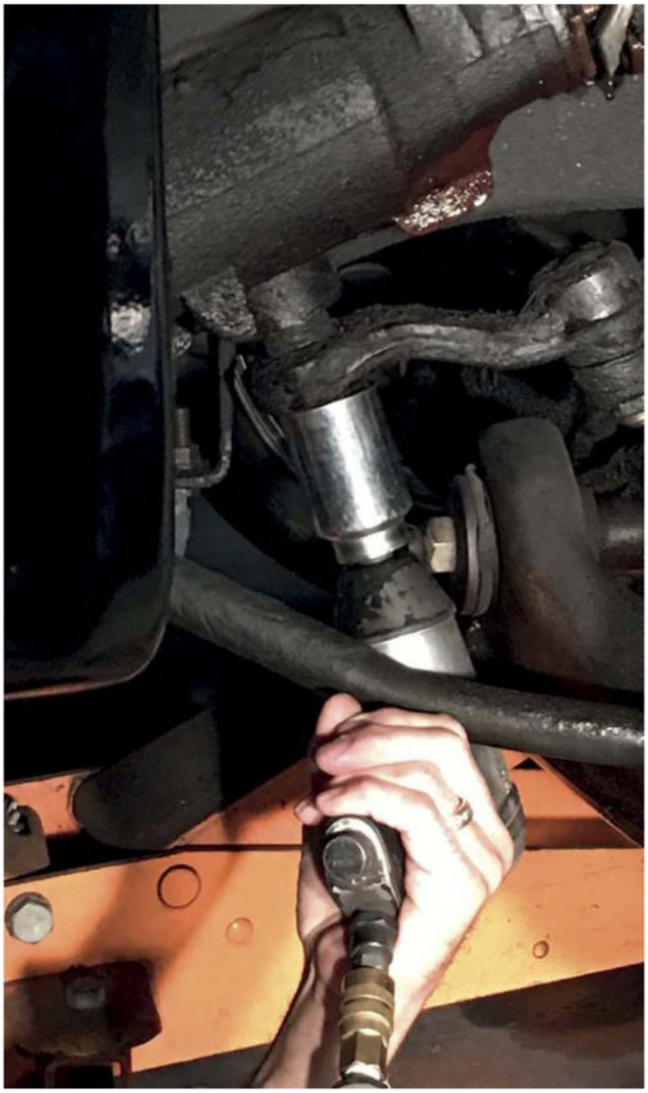
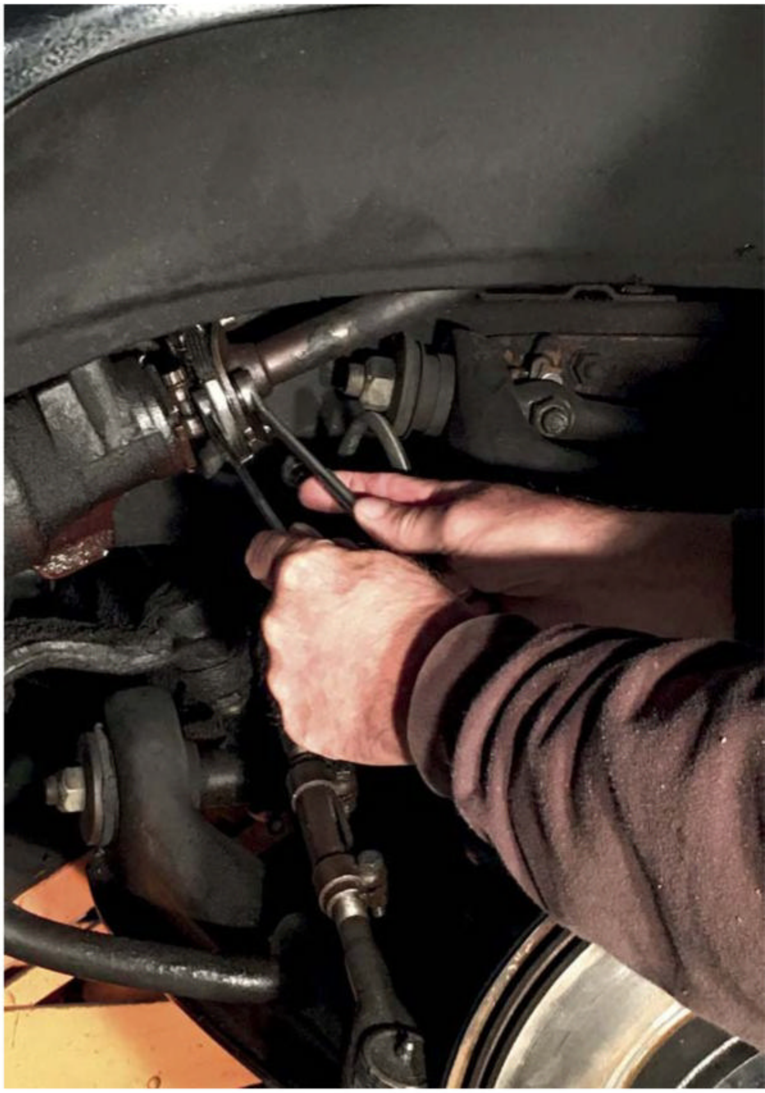


01 We are replacing our current leaky steering box with this new Borgeson 12.7:1 Quick Ratio Power Steering box. The best feature of all—it's directly bolt-on.

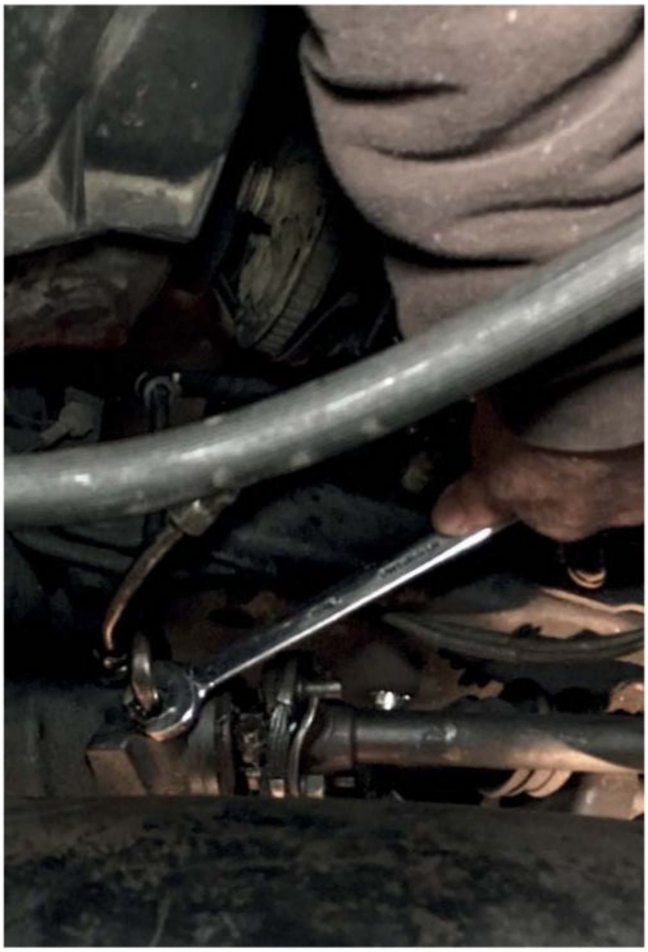
02 Our leaky box was dripping all over our suspension components and into the wheels. It was time to replace it.



03 The first bolt to remove was where the pitman arm was disconnected from the steering box.



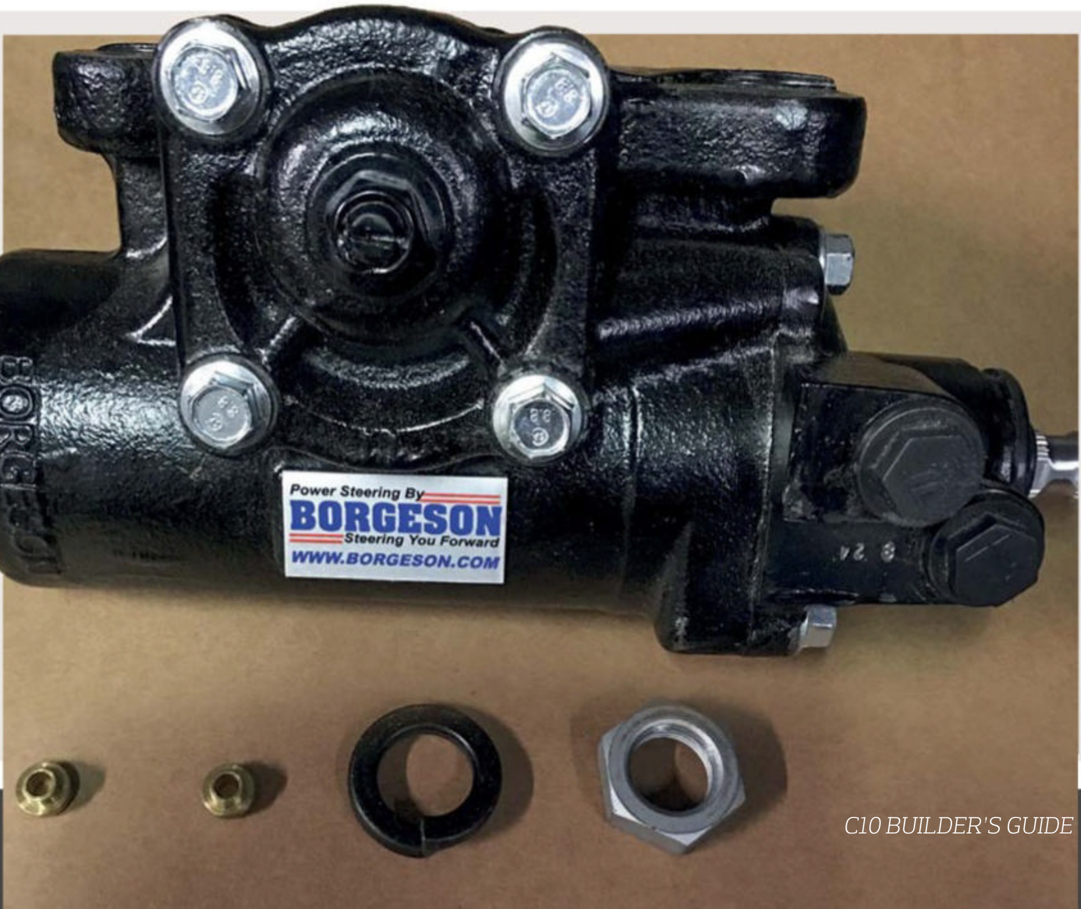
04 Next, we used open-end wrenches to unbolt the steering shaft from the steering box.



05 Next to disconnect were the steering fluid hoses. Be careful not to round off these hose ends with the wrong size wrench. Also, have a fluid catch container ready under the fittings.

06 With the old box out, you can see how worn out the connection ends are and how much sludge is covering the box.

07 The new box from Borgeson is not a rebuilt unit. This is a brand new steering box that will bolt right into the factory location with the original hardware and hose fitting sizes.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08 With the box bolted back to the frame rail, we reattached the original pitman arm bolt—it fit perfectly.

09 All the hoses are still the perfect length since the fittings are in the exact same location.

10 Finally the steering shaft can be bolted back to the box. All the original hardware still works on this new Borgeson steering box.

Installing the Borgeson steering box was a no-brainer for us. We wanted this truck to drive as good as it looks, and firm, responsive steering is a huge part of that.

11 After we torque all the bolts to the proper specs, we can get back to doing our favorite thing—driving this truck!

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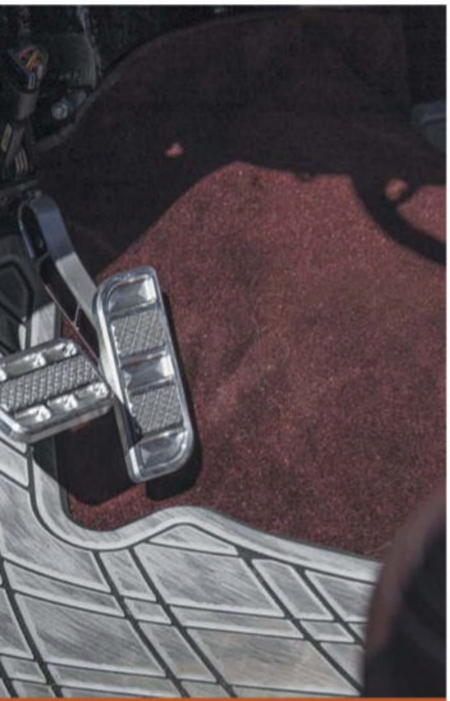
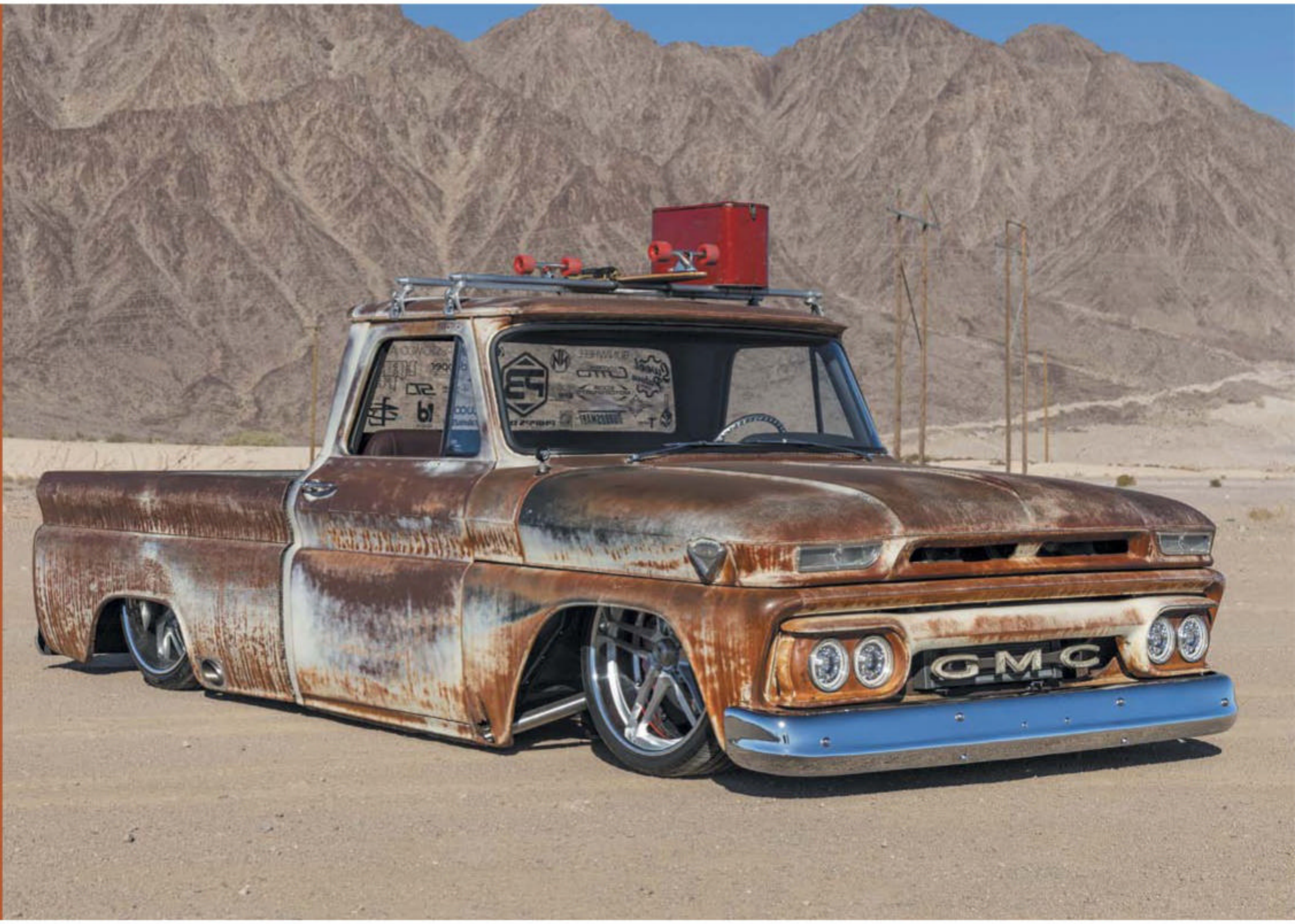
Austin's Road to SEMA

*Words and Photos by **Jose Acevedo***

IN A WORLD dominated by the iconic C10 truck, the second generation unquestionably stands out as one of the most revered. Its timeless design, with slick body lines and an unmistakable front end, has created a legacy that will never be replicated. One standout example of this is a 1964 GMC C25, meticulously built and owned by Austin Phipps from Hermiston, Oregon. This truck, affectionately named "KRUSTY," is the embodiment of Austin's passion for automotive craftsmanship.

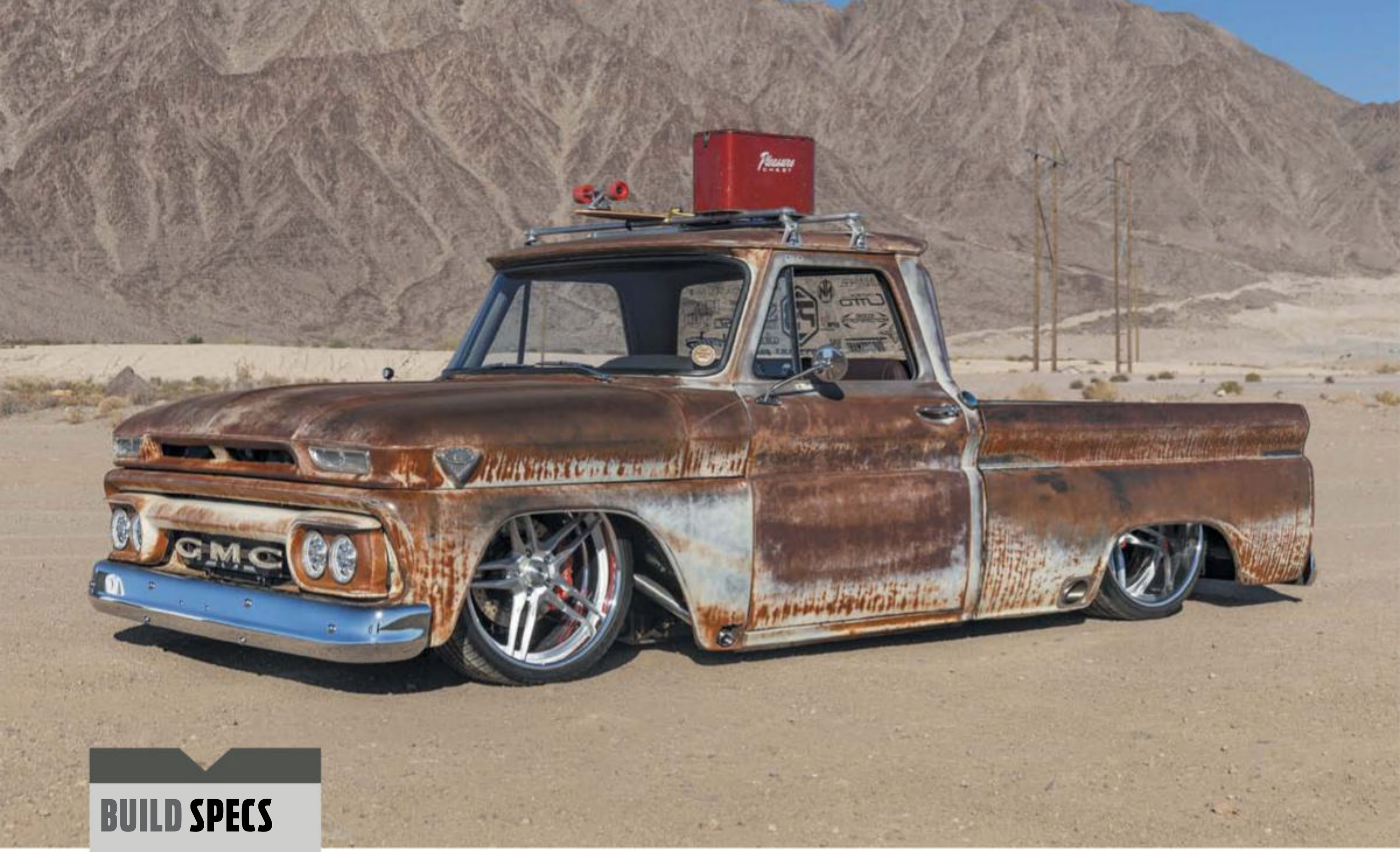




Austin's journey began with an ambitious goal: to build a truck worthy of competing in the highly competitive SEMA "Battle of the Young Guns" category. This prestigious competition brings together some of the most talented young builders from around the globe, and Austin set his sights on creating a truck that would truly make an impact. His choice was the legendary C10, a model he had long admired, and KRUSTY quickly became a project of both personal significance and professional pride.

At first glance, KRUSTY may seem to retain a stockish appearance, but Austin's meticulous attention to detail is what truly sets it apart from other builds. The exterior of the truck is an exercise in subtle sophistication, starting with the factory grille, which is paired with custom headlights by Dapper Lighting. This combination offers a sleek, modernized look that complements the truck's classic lines. The truck is further enhanced with OER bumpers by Brothers Truck Parts, maintaining the truck's vintage appeal while adding a touch of custom flair.

PHIPPS BUILT
GMC



BUILD SPECS

OWNER

AUSTIN PHIPPS
- 1964 GMC C25
- Hermiston, OR

BODY & PAINT
- Patina with Sweet Patina seal
- Tungsten Cerakote and Illusion Malbec parts
- Dapper lighting
- Brothers Trucks bumpers and replacement parts
- Hart Fab tubs
- Shortbed and large back window conversion

CHASSIS & SUSPENSION
- Rydman Ranch chassis
- Air Lift Dominator air bags
- Full Air Lift Performance air management
- 14-inch Wilwood brakes
- Stainless hardlines

ENGINE & DRIVETRAIN
- 408ci V-8
- 4l80e trans with RPM Transmission Stage 5 w/ Precision torque converter
- Texas Speed internals
- Holley intake
- Built by owner

WHEELS & TIRES
- Billet Specialties Accelerator wheels 22x9 front and 24x12 rear
- Atlas tires

INTERIOR & STEREO
- Snowden bench seat wrapped in distressed burgundy upholstery
- Dakota Digital gauges
- Billet Specialties steering wheel
- Kicker audio system
- Guy Designz door panels and custom parts
- Restomod Air A/C and vents

1987 CHEVROLET R30

The original long bed was transformed into a short bed—a common customization in the world of classic trucks, but Austin took it one step further by opting for a big window conversion. This rare and visually striking modification not only adds to the truck's unique personality but also improves visibility. To complete the exterior, Austin chose a custom paint finish that combines Sweet Patina paint preserver, tungsten Cerakote, and Illusion Malbec powdercoating, giving the truck a distinct and rugged character that perfectly matches its powerful presence. Under the hood, KRUSTY reveals its true performance potential. Austin opted for a custom-built LS engine stroked to a 408 ci, designed to handle an impressive twin-turbo setup. This engine is far from ordinary—it's built with top-tier components, including Wiseco pistons, Boostline connecting rods, and a Texas Speed 4.00-inch stroker crank. Custom PRC LS3 heads and STL Fab Shop headers direct the flow of exhaust gases, while the twin Nelson Racing 64mm ball bearing turbos are responsible for producing massive horsepower. To unleash this power, Austin selected a Texas Speed Cleetus McFarland Bald Eagle custom camshaft, perfectly suited to support a 1000hp build.

This high-performance engine is topped with a Holley Lo-Ram intake manifold and paired with a Trick Performance low-profile air-water intercooler to ensure optimal clearance. In a nod to custom design, Austin moved the engine back two inches to accommodate the turbo system, allowing the truck to clear all the horsepower generated. To manage the power, the truck is equipped with a Holley Terminator X system, giving Austin the flexibility to adjust power levels on the fly. A custom-built Stage 5 4L80E transmission by RPM Transmissions ensures the power is efficiently transferred to the wheels.

The truck's stance is another standout feature. Austin chose a Rydman Ranch frame, specifically built for the 1964-'66 Gen 2 C10. The suspension

is fully adjustable with t Air Lift air management, featuring Dominator bags at both the front and rear, paired with KYB shocks for a smooth and controlled ride. The truck's aggressive stance is accentuated by a set of Billet Specialties Accelerators, custom-spec'd by Quizzy from Billet Pros, with a 22x9 front and 24x12 rear wheel setup.
Of course, with all that horsepower comes the need for exceptional braking performance. KRUSTY is equipped with Wilwood brakes, featuring 14-inch, six-piston calipers in the front and 13-inch, four-piston calipers in the rear, ensuring that the truck can stop on a dime no matter how much power is under the hood.

When KRUSTY made its debut at SEMA, it left a lasting impression on everyone who saw it. This incredible build was the result of Austin's vision, hard work, and the support of his father and friends. With just two months to complete the build, Austin was able to rely on a network of companies that helped bring the truck to life, and he is deeply grateful for their contributions.

KRUSTY is more than just a showpiece—it's a testament to Austin's dedication and passion for the automotive world. A creation that perfectly blends classic style with modern performance, KRUSTY is a truck that will be remembered for years to come.

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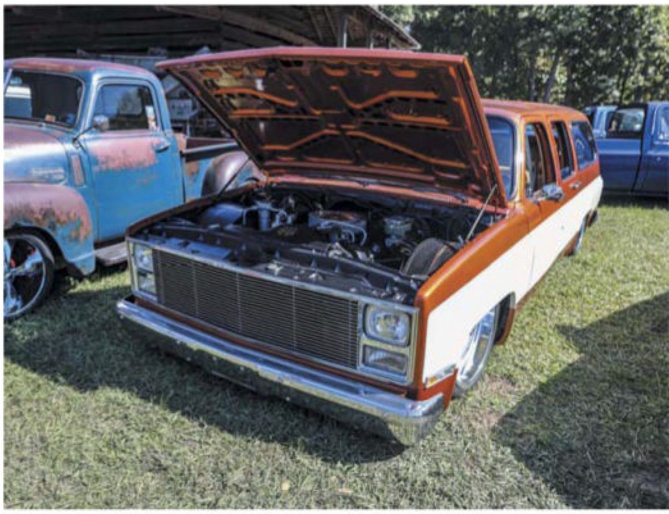
C10 FALL REVIVAL

Trucks, Trees, and Charities

Words and Photos by **Brandon Burrell**

THERE ARE TONS OF TRUCK SHOW VARIETIES around the country. Everything from high-end,invite-only shows, to shows open to everything, to year or brand specific shows, cars and coffee events and even your plain old hang out gatherings—there are plenty to pick from. For the C10 Fall Revival, it's almost a blend of all of them. This is not a standard show in any aspect. There are no trophies, no registration, and no judging. There's also no show fees or spectator fees. As show organizers Benny Carelock, Kasey Harris, and Lu Perez like to say, "You don't pay to go to a church revival, and you won't pay to join us at the C10 Fall Revival. This show is a totally free, family-friendly event. But a lot like church, we do ask for donations. Donations always go to support and benefit a local charity."



An event like this requires plenty of room if you want a ton of people to show up, so they booked the Denton FarmPark in Denton, North Carolina. This venue provided a ton of parking and even more room for a huge vendor section. The cool part of the park is the layout. Part of the park is completely tree covered, which lets the scenery be just as big of a part of the show as the custom trucks. Denton FarmPark is a family-owned historical park with 15 restored buildings including a general store, grist mill, church, plantation house, blacksmith shop, and a log cabin. A full-size steam train encompasses the park on a 1½ mile track. The campground accommodates over 400 campsites. FarmPark has a beautiful, green landscape and plenty of acres to accommodate the growing C10 Fall Revival event. The event is open to all GM trucks from 1918 to 1998, and for the 2024 event, there were over 2,000 trucks on-site as well as a ton of vendors.

One of the main aspects of the event is the charities it helps, and this year was no exception. The show raised almost $50,000 for the Ronald McDonald House of Durham, North Carolina and another $10,000 for the Butterfly House Children's Advocacy Center.

To be a part of the 2025 show, which will be held October 17-18 at the same location, check out **www.c10fallrevival.com** and make sure to follow along on social media.

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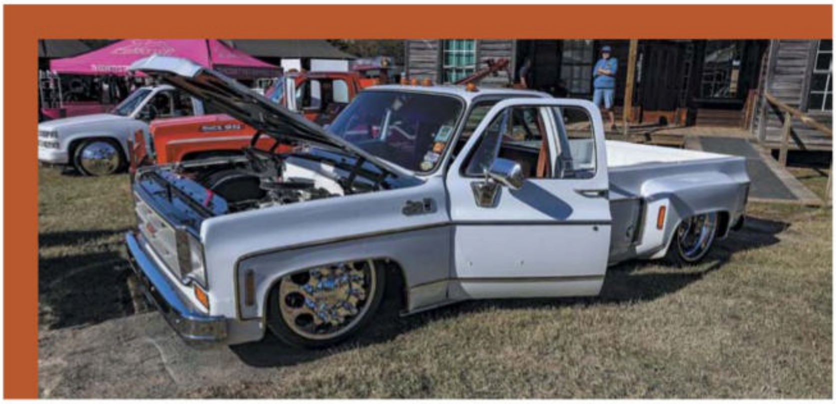

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AD INDEX

ACCUAIR SUSPENSION 69
AIRLIFT PERFORMANCE 116
ALL AMERICAN BILLET 95
AMERICAN AUTOWIRE 111
AMERICAN POWERTRAIN SYSTEMS 89
BORGESON UNIVERSAL CO.INC. 57
CLASSIC DASH 105
COYS WHEEL 25
CUSTOM AUTOSOUND 89
DAKOTA DIGITAL, INC 11
H&H CLASSIC PARTS 23
IDIDIT, INC. 47
LMC TRUCK 3
NATIONAL PARTS DEPOT 115
PAINLESS PERFORMANCE 111
PERFORMANCE ONLINE 7
QA1 PRECISION PRODUCTS 2
SCHWARTZ PERFORMANCE 9
SCOTT'S HOTRODS 'N CUSTOMS 33
SPC PERFORMANCE 49
THERMO-TEC AUTOMOTIVE, INC. 105
URBAN IMPORT 113
VANNATTA FABRICATION 35
VINTAGE AIR 77
WESTERN CHASSIS 67

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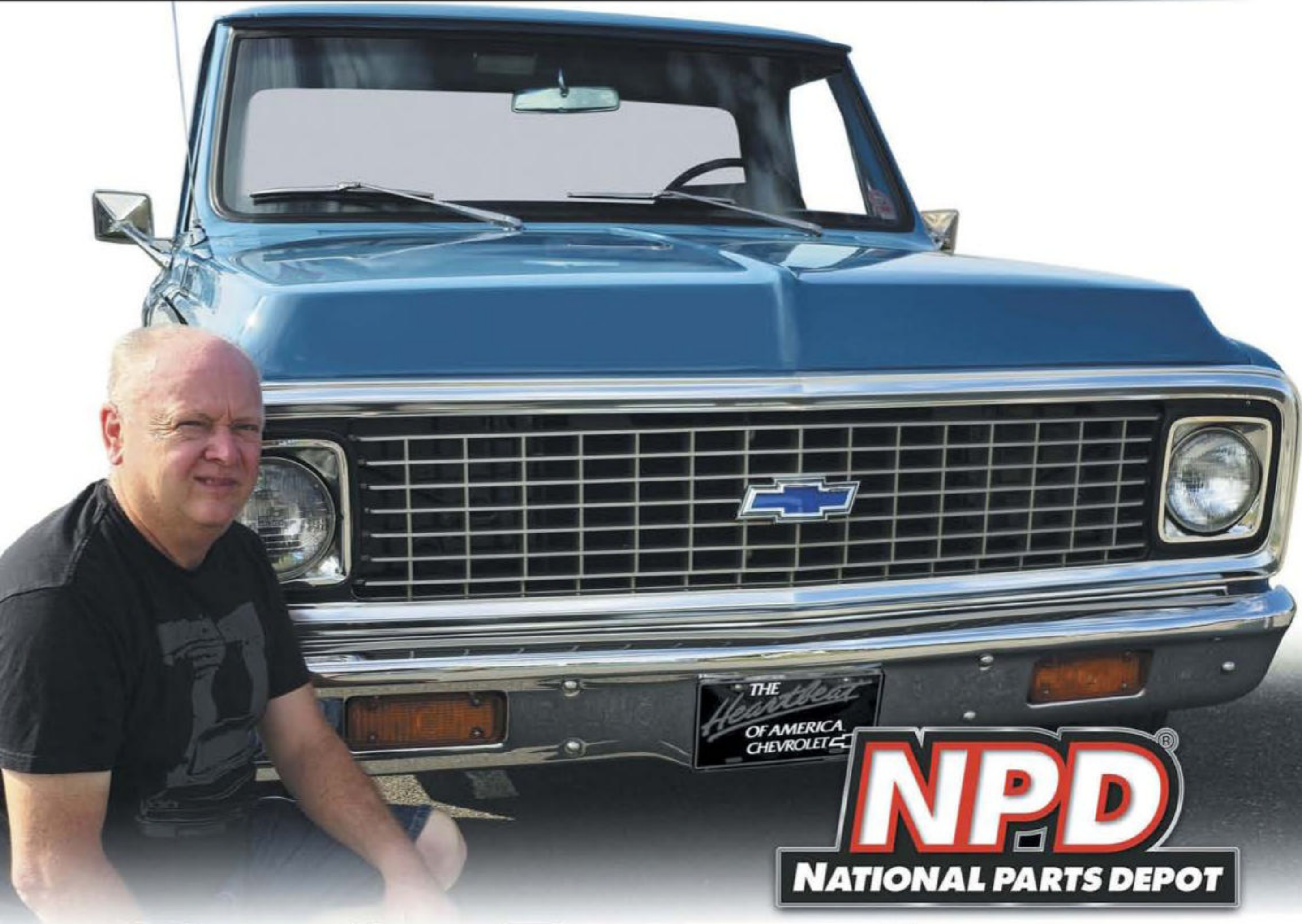
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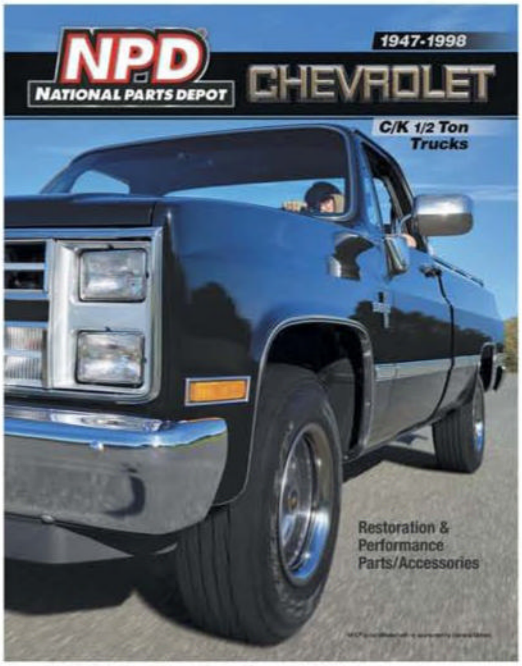
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